

B. F. TAYLOR,
Steward.
Lighters and Steam Launches
Supplied.
LOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 4108.

日六初月一十年八十二緒光

FRIDAY, DECEMBER 5, 1902.

五拜禮

號五月二十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,910,000

Head Office:—YOKOHAMA.
Branches and Agencies:
TOKIO, KOBÉ,
NAGASAKI, LONDON,
LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU,
HOMPAI, SHANGHAI,
TIENTSIN, NEWCHANG,
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARR'S BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" 6 " 4 " "
" 3 " 3 " "
TARO HODSUMI,
Manager.

Hongkong, 30th October, 1902. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND
Sterling Reserve \$10,000,000
Silver Reserve \$4,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHEWAN, Chairman.
A. J. RAYMOND, Esq., Deputy Chairman.
G. Balloch, Esq.,
Hon. G. W. Dickson,
E. Goetz, Esq.,
G. H. Medhurst, Esq.,
C. Michelau, Esq.,
H. M. Moses, Esq.,
N. A. Siebs, Esq.,
H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th November, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq., C. Ewens, Esq.,
Chow Tung Shing, Esq., J. Laus, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 1/2 %
Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow
Calcutta
Tientsin (Kiautschou)

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISKONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office:—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:—
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VEUZ ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED
On Current Accounts at 2 1/2 per annum.

On Fixed Deposits:
For 3 months 2 1/2 per annum.
" 6 " 3 1/2 " "
" 12 " 4 " "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [17]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:
CANTON, PEKING,
CHEFOO, PENANG,
CHINKIANG, SINGAPORE,
CHUNKING, TIENTSIN,
HANKOW.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
1 1/2 per Annum Fixed Deposits for 2 " "
" 2 " " " 12 " "
" 3 " " " 12 " "
" 4 " " " 12 " "
E. W. RUTER,
Manager.

Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-
HOLDERS £800,000

RESERVE FUND £650,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 1 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" 6 " " " 3 1/2 " "
" 3 " " " 3 " "
T. P. COCHRANE,
Acting Manager.

Hongkong, 2nd June, 1902. [11]

Hotels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Rooms specially reserved for Captains
of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the
MANAGER.

Hongkong, 23rd October, 1902. [11161]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

LONDON, &c., *Parramatta*, F. J. Fox Noon, 6th Dec. ... Freight or Passage.

SHANGHAI, *Valletta*, W. B. Palmer, R.N.R. About 6th Dec. ... Freight or Passage.

SINGAPORE, *Tientsin*, W. W. Cooke, R.N.R. About 8th Dec. ... Freight only.

MARSEILLES, *Shanghai*, E. Spicer, R.N.R. Noon, 11th Dec. ... Freight or Passage.

ANTWERP, *Canton*, C. F. Lockstone, R.N.R. About 14th Dec. ... Freight or Passage.

YOKOHAMA, *Canton*, C. F. Lockstone, R.N.R. About 14th Dec. ... Freight or Passage.

(See Special Advertisement.)

† SHANGHAI, MOJI and KOBÉ. (Passing through the Inland Sea.)

‡ PENANG, COLOMBO and BOMBAY.

PASSENGER SEASON 1903.

For MARSEILLES, PLYMOUTH

and LONDON DIRECT "MALTA" 6,064 Tons 28th March, 1903.

WITHOUT TRANSHIPMENT

For Further Particulars, apply to

Hongkong, 4th December, 1902. E. A. HEWETT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS

Also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

*KIAUTSCHOU WEDNESDAY, 10th December.

*BAYERN WEDNESDAY, 24th December.

*KONIG ALBERT WEDNESDAY, 7th January, 1903.

*PRINZESS IRENE WEDNESDAY, 21st January, 1903.

*DARMSTADT WEDNESDAY, 4th February, 1903.

*KARLSRUHE WEDNESDAY, 18th February, 1903.

*PREUSSEN WEDNESDAY, 4th March, 1903.

*HAMBURG-AMERIKA WEDNESDAY, 1st April, 1903.

*SACHSEN WEDNESDAY, 15th April, 1903.

*KIAUTSCHOU WEDNESDAY, 29th March, 1903.

*BAYERN WEDNESDAY, 13th May, 1903.

*KONIG ALBERT WEDNESDAY, 27th May, 1903.

* Steamers of the Hamburg-Amerika Linie.

† Calling at AMSTERDAM.

ON WEDNESDAY, the 10th day of December, 1902, at NOON, the Steamship

*KIAUTSCHOU, of the HAMBURG-AMERIKA LINIE, Captain Pfuenschloss, with
MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at
NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 8th December, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 9th December, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 9th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 26th November, 1902. MELCHERS & CO., AGENTS. [1535]

Intimations.

LANE, CRAWFORD & CO.

CHRISTMAS PRESENTS!

WEDDING PRESENTS!

A new and splendid assortment of

Fancy Leather Goods, Electro-Plated Ware, Decorative Table Glassware, Pretty
Dessert Services, Meerschaum and Briar Pipes, Gold and Silver Mounted Amber Cigar
Holders.

TOYS! TOYS! TOYS!

A splendid variety of

Mechanical and other Toys, Dolls, Horses and Carts, Rocking Horses, Noah's Arks,
&c. &c. &c.

FRENCH AND ENGLISH CONFECTIONERY,

CADBURY'S CHOCOLATES IN FANCY BOXES,

TOM SMITH'S CHRISTMAS CRACKERS.

Hongkong, 27th November, 1902. [732c]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [17]

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR

Indigestion, Dyspepsia, Flatulency and
Acidity of the Stomach.

VICTORIA DISPENSARY,

Late Dakin, Oriskany & Co., Ltd.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

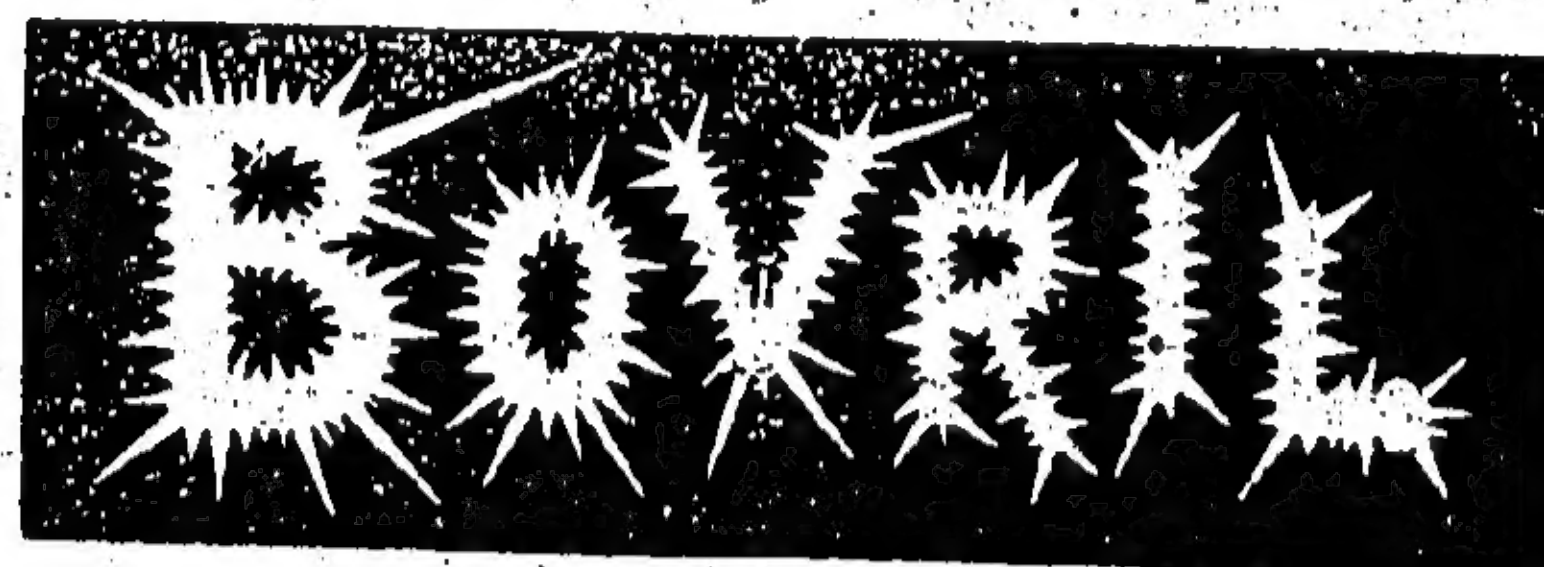
Hongkong, 15th November, 1900. [16]

Intimations.

BOVRIL AT THE FRONT.

Bovril has played such a conspicuous part in South Africa that it forms no inconsiderable
feature of the story. The "Lancet" has had frequent references to Bovril in the reports of
the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has
had to refer to Bovril to make his story complete. Rudyard Kipling and Baden-Powell
have written their Bovril stories. Over 500 British hospitals and similar public institutions
use and prescribe Bovril, not beef tea, but Bovril.

The reason is not far to seek. Bovril is a nourisher as well as a stimulant. It contains
the albumen and fibrine, the sustaining properties of the beer. It is this fact, together with
its absolute purity, that commends Bovril to physicians and scientists, and proves in practice
what it demonstrates in analysis. [C]



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS AND PACKINGS,
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities,
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT: THOMAS SKINNER.
SUPERINTENDENT: ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 108 HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Zuohinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tsubakuro, Yashima, Yoshino, Yonokibara and other Coals.
V. INUZUKA, Manager, Hongkong, [563c]

CHRISTMAS HAMPERS.

ASSORTMENT OF CHOICEST WINES AND SPIRITS.

CHEAPEST AND BEST IN THE MARKET.

Apply to

H. PRICE & CO.,
12, Queen's Road.

Hongkong, 19th November, 1902. [952c]

AQUARIUS COMPANY.

All the AQUARIUS COMPANY'S Waters are Manufactured
from TREBLE DISTILLED WATER. Absolute purity can only
be obtained by distillation.

AQUARIUS MINERAL WATER

AQUARIUS SILENT WATER

AQUARIUS GINGER ALE

AQUARIUS TONIC

AQUARIUS LITHIA WATER

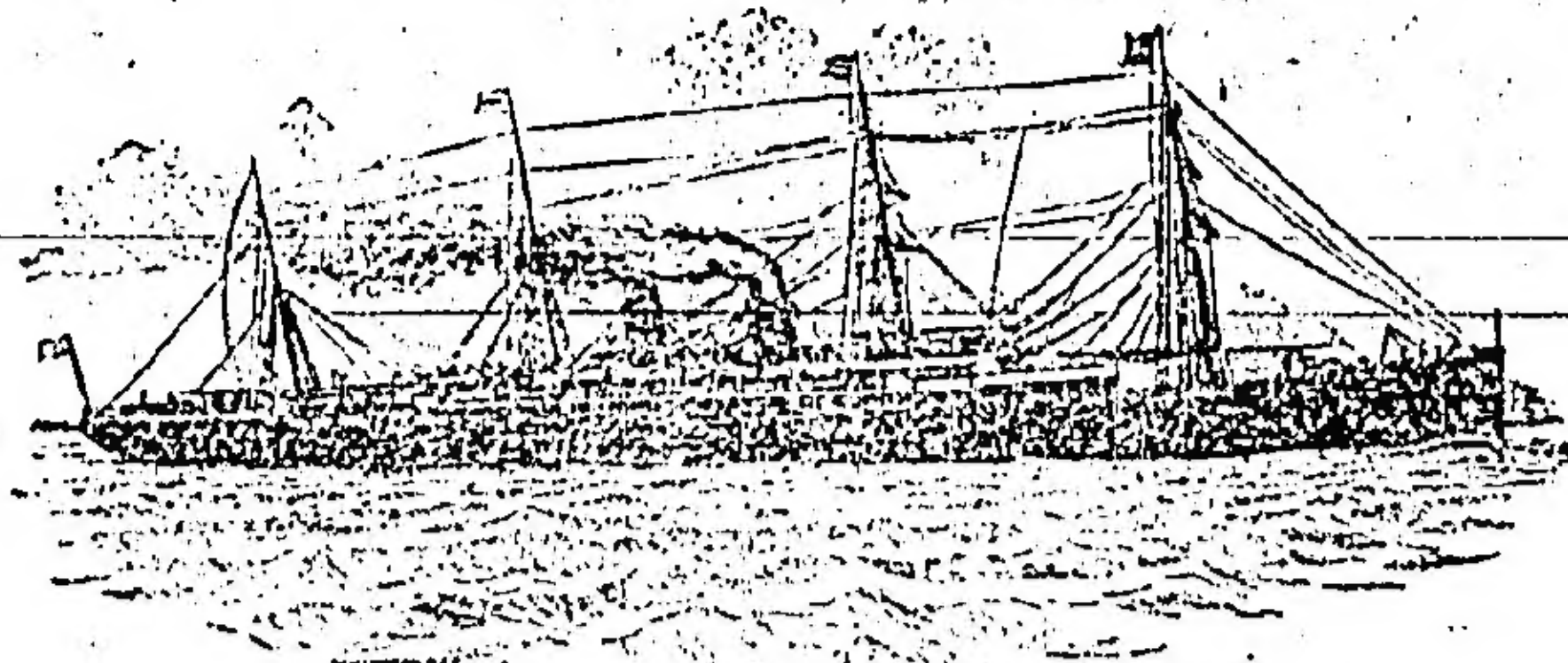
AQUARIUS STONE-BOTTLED GINGER BEER.

CALDBECK, MACGREGOR & Co.,
SOLE AGENTS

Hongkong, 13th November, 1902. [14]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	SATURDAY, 6th December, at Noon.
"KOREA"	SATURDAY, 13th December, at Noon.
"GAELIC"	TUESDAY, 23rd December, at Noon.
"HONGKONG MARU"	WEDNESDAY, 31st December, at Noon.
"CHINA"	THURSDAY, 8th January, 1903, at Noon.
"DORIS"	SATURDAY, 17th January, 1903, at Noon.
"NIPPON MARU"	SATURDAY, 24th January, 1903, at Noon.
"SIBERIA"	TUESDAY, 3rd February, 1903, at Noon.
"GOPTU"	TUESDAY, 10th February, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 6th December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding Orders TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

Hongkong, 28th November, 1902.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 17th Dec., 1902.
"ATHENIAN"	3,882	WEDNESDAY, 31st Dec., 1902.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 14th Jan., 1903.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 11th Feb., 1903.
"TARTAR"	4,425	WEDNESDAY, 25th Feb., 1903.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 11th Mar., 1903.
"ATHENIAN"	3,882	WEDNESDAY, 18th Mar., 1903.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 1st April, 1903.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 22nd April, 1903.
"TARTAR"	4,425	WEDNESDAY, 6th May, 1903.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 13th May, 1903.
"ATHENIAN"	3,882	WEDNESDAY, 27th May, 1903.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 4th December, 1902.

D. E. BROWN, General Agent,

Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SUEVIA	HAYRE and HAMBURG.	17th Dec.	Freight.
ADRIA	(Calling at SINGAPORE and COLOMBO).		
STRASSBURG	NEW YORK VIA PORTS.	30th Dec.	Freight.
Norden	GENOA and HAMBURG.	31st Dec.	Freight.
NURNEBERG	(Calling at SINGAPORE and PENANG).		
SUEVIA	HAYRE and HAMBURG.	13th Jan., 1903.	Freight.
WURZBURG	(Calling at SINGAPORE and COLOMBO).		
SUEVIA	HAYRE and HAMBURG.	27th Jan., 1903.	Freight and Passengers.
WURZBURG	(Calling at SINGAPORE and PENANG).		
C. FERD. LAEISZ	HAYRE and HAMBURG.	10th Feb., 1903.	Freight and Passengers.
Fuchs	(Calling at SINGAPORE and COLOMBO).		
	HAYRE and HAMBURG.	24th Feb., 1903.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Building.

Hongkong, 2nd December, 1902.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW
(SATURDAY), the 6th December, 1902,
at 2.30 P.M.,
at their
Sales Rooms, 20, Des Voeux Road,
A QUANTITY OF
VALUABLE JEWELLERY,
Comprising—
DIAMOND RINGS and BROOCHES,
GOLD and SILVER WATCHES, BRACE-
LETS, SCARF PINS, CHAINS, LOOSE
PEARLS,
&c., &c., &c.
Catalogues will be issued.
TERMS:—As usual.

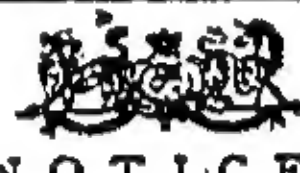
HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd December, 1902. [1317d]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
MONDAY, the 8th December, 1902,
at 5 P.M.,
at KENNEDY'S STABLES, CAUSEWAY BAY,
One AUSTRALIAN HORSE;
One SET OF HARNESS;
One AMERICAN FOUR WHEELED
BUGGY;
One HOODED BUGGY;
One TRAPPING SULKY;
and
One SADDLE.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 3rd December, 1902. [1320d]

Intimations.



NOTICE.

OCCUPIERS OF DOMESTIC BUILD-
INGS are hereby requested to co-operate
with the Board in its efforts to combat PLAGUE
by thoroughly cleaning their Dwellings and
Servant Quarters between the 15th November
and 15th December next.

After the 15th December, the Board proposes
to strictly enforce the provisions of the By-laws
governing "Domestic Cleanliness and Ventilation,"
and the Board will, if on inspection it be
found necessary, direct its officers to cleanse
and disinfect premises under the provisions of
the By-laws for the "Prevention or Mitigation
of Epidemic, Endemic, or Contagious
Disease."

By Order of the Board,
G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
5th November, 1902. [1185d]

HONGKONG HOTEL COMPANY,
LIMITED.

By order of the frequent
revision of prices necessitated by the
continued fall in exchange the Hotel Company's
charges will, from the 1st January, 1903, be
quoted in sterling.

Dollars will be accepted at the demand rate
of exchange of the day on which payment
becomes due.

M. HAYNES,
Manager,
Hongkong Hotel,
Hongkong, 1st December, 1902. [1309d]

CORONATION CELEBRATION FUND.

NOTICE is hereby given that ALL
ACCOUNTS in connection with the
above must be presented to the Undersigned
on or before WEDNESDAY, the 17th instant.

J. R. M. SMITH,
Hon. Treasurer.
Hongkong, 3rd December, 1902. [1324d]

THE STEAM LAUNDRY COMPANY,
LIMITED.

WORKS:—Causeway Bay (adjoining
Kennedy's Stables).
TOWN DEPOT:—2, Beaconsfield Ar-
cade (Alleyway).

ALL work is done under European super-
vision, and the objectionable prac-
tices, common to Chinese laundries,
of damping from the mouth and sleeping on
the clothes are not permitted. Collection and
delivery at private residences. Gentlemen's
washing, 38 per month. Special terms to
families on application to—
F. G. ALLEN, Manager.
Hongkong, 1st December, 1902. [1308d]

SALT

HERRINGS

FROM

SCOTLAND.

\$5 A KEG.

RITCHIE & Co.,

Des Voeux Road.

Hongkong, 17th November, 1902. [1316d]

Intimations.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY GENERAL
MEETING of the SHAREHOLDERS
of this Company will be held in the CITY HALL,
Queen's Road, Hongkong, at 11 o'clock A.M.,
on MONDAY, the 8th December, 1902, for the
purpose of discussing and, if thought fit,
approving the Directors' Proposals for Con-
struction of a New Dock as contained in the
Circular to Shareholders dated the 22nd
September, 1902.

The TRANSFER BOOKS of the Company
will be CLOSED from 9 A.M. to 1 P.M. inclu-
sive on the 8th December.

By Order of the Board,
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, 25th November, 1902. [1286d]

THE DAIRY FARM COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY YEARLY
MEETING of SHAREHOLDERS of
the above Company will be held at the COM-
pany's TOWN DEPOT, Lower Albert Road,
Hongkong, on MONDAY, the 8th day of
December, 1902, at 3 o'clock P.M., for the
purpose of presenting the Report of the Direc-
tors and Statement of Accounts to the 31st
July, 1902.

The TRANSFER BOOKS of the Company
will be CLOSED from the 25th November to
the 8th December, 1902, both Days inclusive.

By Order of the Board of Directors,
S. A. BETH,
Secretary.
Hongkong, 19th November, 1902. [1213d]

HONGKONG REGATTA, 1903.

10th and 11th December.

THE Committees of the VICTORIA RECREA-
TION CLUB and HONGKONG BOAT
CLUB re-join the pleasure of the Company of
the Ladies of Hongkong, on WEDNESDAY
and THURSDAY, the 10th and 11th Decem-
ber, at 2 P.M., on BOARD the sailing ship
"DAYLIGHT," which has been kindly placed
at the disposal of the Committees as a Flaggship
by Captain Reade.

The Ladies Prize will be presented by Miss
GOODMAN immediately after the Race, on
THURSDAY, the 11th instant, at 3.30 P.M.

Through the Courtesy of Mr. DIXON, the
Chief Manager of the Hongkong and Wham-
poa Dock Co., Ltd., the "FAME" will leave
BUCKE PIER on each day at 12.30 P.M. and
1.15 P.M. to convey Visitors on Board the Flag-
ship, leaving the Flaggship 10 minutes after the
last Race.

Admission to the Flaggship (Gentlemen) \$1
each day.

Tickets for Admission may be obtained from
the Steward, V.R.C., and Hon. Secretary,
H.K.B.C.

By kind permission of Colonel BREWSTER
and the Officers, the Band of the 33rd Burma
Infantry will perform each day.

FRANK W. WHITE,
Hon. Sec., V.R.C.
C. H. GALE, Hon. Sec.,
Hongkong, 4th December, 1902. [1327d]

THE DAIRY FARM CO., LIMITED.

HAVING just received a New Consig-
ment of FRESH AUSTRALIAN
CREAMERY BUTTER, the Company is
now prepared to supply Customers as before.
Price: 90 cents per lb.
Hongkong, 2nd December, 1902. [1295d]

NOTICE.

THE PRINTING and PUBLISHING
OFFICES of the Undersigned have
been REMOVED to the Newly Built Pre-
mises at the Corner of POTTINGER STREET
and DES VOEUX ROAD.

NORONHA & CO.
Hongkong, 29th November, 1902. [1305d]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10 per case of 48 bottles (quarts.)
Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.
Hongkong, 29th May, 1902. [595d]

PROFESSOR RICHARD.

informs the public that on account of his
numerous engagements, he shall not be able to
leave Canton and his Medical Electric Scientific
Hospital at present.

He offers an excellent lucrative opportunity
to student or doctor regardless of nationality.
Enquire for further particulars.

Monsieur Richard, Medical Electrician Scientific
Specialist, Patented by British Royal
Letters Patent, No. 2,254. Certified by His
Excellency the Honorable Sir Frederick
Matthew Darley, Knight Lieutenant Governor,
and by the Minister of Justice, and the
Highest Testimonials from Government
officials, Patients of all Stations of Life, and
the Critics, etc. Publish here by the Press,
as an introduction to the public. The originals
may be read at the consulting rooms, by whom
it may directly concern.

MODERN SCIENTIFIC WORK METHOD OF
CURE; AND MODUS OPERANDI.

In applying Electricity to the Human
System, Monsieur Richard charges himself
with his Electricity, he conducts the current
at will from his finger tips, there is absolutely
no danger of shocks. A child may be treated
without pain or fright.

Monsieur Richard has practised Medical
Electricity these thirty years, his
experience of long date speaks of itself, he has
practised many years in tropical climates, he
has given scientific applications in many
serious ailments, specially in cases of Para-
lysis; Rheumatism, Gout, Deafness, Defective
Sight, Spine Trouble, Stuttering, Nerve Trou-
bles, Youthful follies of indiscretions; Loss of
vitality, &c.

Monsieur Richard is not a medicine
prescriber, nor a seller of patent medicines,
Batteries, Belts, or Pansophicalia, his Scientific
Services only are obtainable at his consulting
rooms, he does not visit patients at their
residences, and may be consulted in English,
French, German, Spanish, &c.

THE POOR ARE TREATED FREE
EVERY SUNDAY, from 9 A.M. to 12
regardless of color, caste, creed, or nationality.

Professor Richard, Sin Kee Street, Fook
Tak Lee Street, CANTON, 5 minutes' walk
from Shamonee. [1323d]

Hotels.

GO TO THE

KOWLOON HOTEL,
KOWLOON.

R. F. DALY,
Manager.

J. W. OSBORNE,
Proprietor.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES: EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and
affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,

VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1902. [131d]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,
AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1256c]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S PATENT GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMERS PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1902. [131d]

DROZ & Co.,

WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864,
ST. IMIER, SW

SEA SUPERSTITIONS.

THE SAILORS' FRIDAY.

The fading superstitions of the sea will possibly experience a vigorous revival by the uncanny tale of the *Ventnor*, which foundered off the New Zealand coast a few weeks ago, with its load of bones of Chinese dead.

This strange coincidence of a vessel laden with such a gruesome cargo foundering so soon after leaving port, has been interestingly discussed—simply as a coincidence by many, and with a little awe, possibly, by the superstitious. The ordinary seaman of to-day may connect with the landsman, who observed, "No wonder," when he read the announcement of the wreck, but the old legends and superstitions of the sea, to use an Americanism, do not "cut ice" with him.

By far the greater part of sailor beliefs and usages in regard to luck is applied to the luck or ill-luck of certain days. The days of the week generally, with the exception of Friday have been a good character. But Friday is of all days the one said to be proverbially unlucky for sailors. Old sailors tell of the legend of the ship that was commenced on a Friday, finished on a Friday, named the Friday, commanded by Captain Friday sailed on a Friday, and foundered on the same luckless day with all hands.

As a useful set-off against this superstitious dread, Friday is frequently regarded as a lucky day, notably in America, for Columbus sailed on Friday, discovered land on Friday, and the Pilgrims landed on the same day, on which also Washington was born. A nice point arises here. The Spaniards deem it unlucky to sail on Friday. Columbus sailed on that fateful day, and found the country that brought humiliation to the country he served.

THE "CHINGT'S" EXPERIENCE.

An instance in support of the sailor belief was given last year, says an exchange, when the *Ching-t's* returned from China with the Australian Naval Contingent. The steamer left Taku on a Friday, and sailed from Hongkong on a Friday. On the same day, a week later, it is recorded, the ship's cat and a fox terrier came to blows, and the cat died, while on Friday the health-officer came aboard, and, in the natural nautical order of things, quarantined the ship. But steam has changed this superstitious feeling in regard to Friday. The idea of detaining a vessel in port a whole day in deference to a superstitious idea, which, despite the insurances of doctors, notably of the English ship *Centurion*, and the troopship *Birkenhead*, which both sailed on a Friday, is regarded as ridiculous, and it has died a natural death, like other superstitions of land and sea.

FOREIGN DREAD OF FRIDAY.

Among the Spanish, Italian, Austrian, and Greek sailing vessels, Friday is still held in most superstitious awe. One modern writer on the sea says: "On Good Friday there is always a regular carnival held on board these vessels, the yards being allowed to hang at all sorts of angles, the gear being dishevelled and loose while an effigy of Judas is subjected to all the abuse and indignity that his lively imaginations of the seamen can devise. Finally, the effigy is besmeared with tar, and it is set alight, amid the frantic yells and execrations of the seamen."

THE PHANTOM SHIP.

"The phantom ship that, in darkness and wrath, ploughs evermore the waste ocean path; And the heart of the mariner trembles in dread When it crosses his vision, like a ghost of the dead. The most picturesque and romantic of the many tales of old sailors was the legend of the

Flying Dutchman. The usually accepted version of the story is that an unbelieving Dutch captain had vainly tried to round the Cape of Good Hope against a head-gale. He swore he would do it, and when the gale increased, laughed at the fears of his crew, smoked his pipe, and drank his beer. He threw overboard some of them who tried to make him put into port. An apparition descended on the vessel, the captain fired his pistol, piercing his own hand and paralyzing his arm. He cursed God, and was then condemned by the apparition to navigate always without putting into port, only having gill to drink, and red hot iron to eat, and eternally to watch. He was to be the evil genius of the sea, to torment and punish sailors, the sight of his storm-tossed bark to carry presage of squalls, disasters, and tempests. His ship is the true purgatory of the faithless and idle mariner.

Various localities on the English coast are said to be haunted by these phantom appearances. The Cornish coast especially is credited with being frequented by them. But the story is told in many languages, and many nations have their Vanderdecken.

Clark Russell, in one of his sea stories, tells of the demon ship—"There may be encountered off the Agulhas bank, and upon the southern and eastern coast of the African extremity, a huge and ancient fabric rigged after a fashion long fallen into disuse, and manned by a crew figured as presenting something of the aspect of death in unholy and monstrous vitality."

THE PRIMAL FISH STORY.

Among other prominent superstitions that still survive in sailing vessels everywhere is connected with Jonah. It is, however, says a writer of sea stories, confined to his bringing misfortune upon the ship in which he sailed, and seldom is any allusion made to his miraculous engulfing by the great fish. It does not take a long series of misfortunes overtaking a ship to convince her crew that lineal descend of Jonah, and an inheritor of his disagreeable disqualifications, is a passenger. John Smith records that he was deemed a "Jonah" while on a voyage to Rome. The sailors declared "they would never have fair weather while he (a heretic) was on board."

This tinge of religious fanaticism shows itself in another way. It is an unheard-of misdemeanour on board ship to destroy or put to common use paper upon which "good words" are printed. The man guilty of such an action would be looked upon with horror by his shipmates although their current speech may be vile and blasphemous.

SUPERNATURAL FINNS.

To the most prosaic of all sea-going people, the Finns, has been allotted a supernatural status. It is told that in British, American, and Scandinavian vessels Finns are credited with characteristics which would have led to trouble a hundred years ago. A whole host of legends have grown up around Finnish seafarers.

No Finn, it is declared, was ever known to lose anything while there was a fat in the ship, and the reason why Finns are always fat is because they have only to go and stick their knives in the foremast to effect a total change in their meat to whatever they fancy most keenly at the time. They are credited, too, with being able to draw any liquor they like from the water breaker by turning their cap round, and they never write letters home because the birds that hover round the ship are proud to bear their messages, whithersoever they list. The catalogue of the privileges of these marines could be greatly extended.

SUPERSTITION AND THE ALPHABET.

Sometimes it is a letter of the alphabet that brings ill luck. It is often said, with reference to the United States Navy, that the letter S is an unlucky one, from the losses of the *Swansea*, *Sacramento*, *Saramac*, *San Jacinto*, and many others. But a careful examination of the list shows that but one-fifth of the ships whose names begin with that letter have been lost. Another American maritime superstition was founded upon the refusal of Dr. Bowditch, who was much consulted by underwriters, to insure a ship whose name commenced with O, as he declared that such ships were an unlucky venture, that they were lost, their cargoes burned or damaged, and were in every way unfortunate risks.

It has been noted that the *Royal George* and the *Royal Charlotte*, two English ships built at the same yard, and named after the reigning sovereigns, were both lost, with all on board. This belief in the good or evil luck of ships has had great influence in the choice of names. Spanish sailors will not choose a secular name, as it is considered unlucky. So ancient Greeks seem to have avoided a masculine name, as all their ships bore feminine ones, probably in deference to Athene, goddess of the sea.

SOME POPULAR BELIEFS.

There are still sailors who whistle for the wind, but the belief in the power of his whistle has gone with other superstitions. Time, too, has outlived the objection to the presence of a clergyman on board. The notion that the presence of clergymen necessarily meant a run of bad weather has long since been exploded, although it is still custom for a minister to be chaffed by his fellow-passengers, and threatened with a "ducking" if the weather becomes at all rough.

The belief that the death, whether of a man or an animal, must be followed by a gale, is even still held, and more firmly than any other, except perhaps the idea that sharks, in horrible anticipation, will follow any ship wherein is a sick man or woman.

A RISKY PRACTICE.

It is curious to learn that expectation in windward was considered unlucky among the Maldine Islanders. Even in these unromantic times such a practice, for obvious reasons, is likely to provoke an incipient riot, even on a Manly steamer.

To hand anything through a ladder was considered unlucky. An anecdote is told of a ship captain who greatly offended a sailor by passing him a mug of beer through a ladder. The dread of this practice may also be said to have outgrown itself.

Sneezing, too, had its place in sea superstition. Among Baltic mariners it was deemed unlucky to sneeze on Christmas Day. The Greek and Roman sailors thought a sneeze to the right hand lucky, to the left hand unlucky.

Thermistocles is said to have conceived a good opinion of the result of a naval engagement in which he was about to participate by a sneeze to the right just as he was about to sacrifice to the gods. Timotheus, on the contrary, would not sail because he heard a sneeze to the left of him.

Shetlanders still prognosticate the weather by sneezing.

SAVED FROM A WRECK TO BE DR. WNEED.

Unfortunately, there are many superstitions of the sea that prove to be false, for instance, the belief that those who are saved from a wreck will never be drowned.

Of many instances two may be mentioned as peculiar, because the subjects saved lives. Brave Rogers, who swam ashore with a rope from the ill-fated *Royal Charter*, which was being crunched to atoms, only a few miles from her journey's end, near Liverpool, was afterwards drowned in the Teremakau River, on the west coast of New Zealand, and the cook "Antonio," of the *Trauma*, who swam ashore with a lady, when that vessel was lost with over 100 lives off Waipapa Point, Otago, was afterwards drowned while carrying out business as a fisherman.

VARIOUS SAILOR LEGENDS.

The strange beliefs of sailors in omens, charms, luck, and images are numerous. A few, however, may be given. A belief in the virtues of odd numbers was very prevalent, as shown in the usages of maritime nations with regard to salutes. Children, according to some, are unlucky on board English ships, but others say they are considered fortunate. Hares, as weather bringers, were especially considered ill-omened. The Norman fishermen declined to take cats and priests in their boats. Swedish sailors would not go to sea in a ship having a cat, or a spinning-wheel on board. Somerset fishermen would not go to sea if they met a pig while on their way to the boats. A ship was considered to be unlucky if anyone was killed in launching her.

In Pomerania stolen wood was employed in building a ship. If the first blow struck in fashioning the keel drew fire the belief was that the ship would be lost on her first trip. In Iceland it is deemed unlucky to use the wood of a certain tree, called sorb, in building ships. It was even thought unlucky on board of English ships to turn a hatch cover upside down, or to lose a bucket or swab overboard. Seamen thought it a misfortune to lose or tear the colors, and it was unlucky in English ships to sew sails on the quarter deck.

When a basin was turned upside down fishermen in the South of England would not go to sea. The Dutch in the fifteenth century deemed it lucky if a ship, when laden, heeled to starboard, but unlucky if to port. Chinese junk sailors considered it unlucky, and a fore-runner of foul weather, to expect to rise over the bows of the vessel when starting on a voyage. When Irish sailors passed a little island, Mac Dara, they wetted their sails three times in the water to insure a good voyage. Spanish sailors regard it as unlucky to place the left foot ashore first, or board a ship left foot first. It is considered unlucky for a Spanish house wife to put the broom behind the door with the brush up during her husband's absence at sea. When Greenock whalers left port it was formerly a custom to throw old shoes after them for luck. At the present day the whale fishers of coaland before leaving often burn effigies to promote a lucky voyage.

Intimations.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 4th March 1902.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 13th Dec., at Daylight.
TAMBA MARU	NAGASAKI, KOBE AND YOKO-HAMA	TUESDAY, 16th Dec., at Daylight.
KINSHI MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOI, KOBE and YOKOHAMA	TUESDAY, 16th Dec., at 4 P.M.
SADO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 27th Dec., at Daylight.
YAWATA MARU	NAGASAKI, KOBE AND YOKO-HAMA	SATURDAY, 27th Dec., at Noon.
SHINANO MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, NAGASAKI, MOI, KOBE AND YOKOHAMA	TUESDAY, 30th Dec., at 4 P.M.
KUMANO MARU	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 1st January, at 4 P.M.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, and January, at Daylight.
BOMBAY MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, and Jan., at Noon.

Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MINARA, Manager.

Hongkong, 5th December, 1902.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAFALGAR, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"PARRAMATTA," Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 6th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 5 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 5th December, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902-03.
Glenogle	G. E. Warner	3,750	Dec. 6
Tacoma	A. Dixon	2,811	Dec. 17
Tremont		9,608	Dec. 30
Victoria	J. Pantou	3,502	Jan. 3

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents, Hongkong, 24th November, 1902.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire, Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 24th May, 1894.

For Sale.

FOR SALE. ONE BROADWOOD PIANO.

Apply at—ROOM No. 4, 1st Floor, Hongkong, 7th August, 1902.

Apply at—ROOM No. 4, 1st Floor, Hongkong, 7th August, 1902.

Apply at—ROOM No. 4, 1st Floor, Hongkong, 7th August, 1902.

Apply at—ROOM No. 4, 1st Floor, Hongkong, 7th August, 1902.

Apply at—ROOM No. 4, 1st Floor, Hongkong, 7th August, 1902.

Apply at—ROOM No. 4, 1st Floor, Hongkong, 7th August, 1902.

Apply at—ROOM No. 4, 1st Floor, Hongkong, 7th August, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 5th December, 1902, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 14th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

G. DE CHAMPEAUX, Agent, Hongkong, 2nd December, 1902.

To be Let.

TO LET. TWO SPACIOUS GODOWNS—Nos. 95 and 96, FRAYA EAST.

TWO ROOMS above New VICTORIA HOTEL. Apply to—

H. N. MODY, Victoria Buildings, Hongkong, 4th December, 1902.

TO LET.

"THE RETREAT"—MOUNT KELLET. HOUSES at CAUSEWAY BAY, facing the Polo Ground.

No. 1, RIFON TERRACE, GODOWNS at BOWRINGTON, Fraya East. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 29th November, 1902.

TO LET.

NO. 4, KNUSTFORD TERRACE—Kowloon.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 21st November, 1902.

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES in LEIGHTON HILL ROAD. Apply to

THE HONGKONG & KOWLOON LAND & LOAN CO., LD., No. 8, Queen's Road West, Hongkong, 20th October, 1902.

TO LET.

MEIRION No. 2, the Peak, 6-Room House near the Flagstaff, from 15th October, 1902.

Apply to E. JONES HUGHES, Hongkong, 7th October, 1902.

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS, Hongkong, 22nd November, 1902.



SINGER SEWING MACHINES.

SIMPLE. STRONG. SILENT. SPEEDY.

SOLD ON INSTALMENTS AND FOR CASH.

WE make but one grade of product, admitted to be the best; hence attempts at imitation. WE deal directly with the people, through our own employees all over the world, selling 1,000,000 Machines annually.

IF YOU BUY A SINGER YOU get an up-to-date Machine, built on honour, to wear a life-time. YOU will receive careful instruction from a competent teacher at your home. YOU can obtain necessary accessories direct from the Company's offices. YOU will get prompt attention in any part of the world; our offices are everywhere, and we give careful attention to all customers, no matter where their machines may have been purchased. YOU will be dealing with the leading sewing machine manufacturers in the world, having an unequalled experience and an unrivalled reputation to maintain—the strongest guarantee of excellence and fair dealing.

THE SINGER MANUFACTURING COMPANY, GENERAL OFFICE FOR CHINA: 18, BANK BUILDINGS, CORNER QUEEN'S ROAD AND WYNDHAM STREET, HONGKONG. BRANCHES IN EVERY CITY IN THE WORLD AND AGENTS IN EVERY TOWN. RETAIL OFFICES: 3A, WYNDHAM STREET, HONGKONG. 64, ELGIN ROAD, KOWLOON.

Intimations.



**A. S. WATSON
AND CO., LTD.**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

BRANDY.

Per case of 12 bottles.

A.—HENNESSY'S OLD PALE.
RED CAPSULE ... \$20.00 \$1.80

B.—SUPERIOR VERY OLD
COGNAC, RED CAPSULE... 27.00 2.25

C.—VERY OLD LIQUEUR
COGNAC... 33.00 2.75

D.—HENNESSY'S FINEST
VERY OLD LIQUEUR
COGNAC, 1872 VINTAGE,
RED CAPSULE ... 40.00 3.50

OUR BRANDIES ARE GUAR-
ANTEED TO BE PURE COGNAC, the
difference in price being merely a matter
of age and vintage.

**A. S. WATSON & Co.,
LIMITED,**

The Hongkong Dispensary.

TELEPHONE NO. 116.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. H. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,
祥利廣**

17A, QUEEN'S ROAD.

**FURNITURE
DEALERS.**

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHSTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING.
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

**GREEN ISLAND CEMENT COMPANY,
LIMITED.**

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$8.00 per Cask ex
Factory.
In Bags of 250 lbs. Net \$3.75 per Bag ex
Factory.

**SHAW, TOMES & CO.,
General Managers.**

Hongkong, 3rd December, 1902. [10]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES,
No. 14 & 16, Queen's Road Central. [59]

NOTICE.
All communications intended for publication in
this "HONGKONG TELEGRAPH" should be
addressed to the Editor, 100, Queen's Road,
and should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to the Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$50 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. (On copies sent by post an
additional \$1.30 per quarter is charged for postage.
The postage on the weekly issue in any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.
On the 27th November, at 13, Peking Road,
Shanghai, the wife of LESLIE J. CHURCH,
of a son.
On the 30th November, at 9, Chaofoong
Road, Shanghai, the wife of WILLIAM ESSING-
TON KENT, of a daughter.

DEATH.
At Taokou, Honan, on November 19th,
T. S. KIMBER, Woolwich, England, of typhoid,
Assistant Engineer to Messrs. S. PEARSON &
SON, LTD., aged 21, deeply regretted.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 5, 1902.

THE DOCK COMPANY'S PROPOSAL.

On Monday next what has been considered
will be one of the most important meetings in
the history of public companies in Hongkong
will be held at the City Hall, under the
direction of the chairman of the Hongkong and
Whampoa Dock Company Limited. This
meeting, it is but superfluous to add, has been
called for the purpose of discussing and, if
though fit, of approving the Directors' propo-
sals for the construction of a new dock. It
has been the all-absorbing topic of conver-
sation, both by those whose business it is to
profit by the ups and downs in the local
stock exchange, and by that other class
whose everyday life is confined to the
humdrum routine of work at the desk.
At this stage and on the eve of the discus-
sion being carried on with a view to the
adoption or rejection of the proposal against
which so much has been said, but in favour
of which so little has been written, it may
serve some useful purpose if we place
before our readers to-day a summary of the
opinions that have been publicly expressed
in regard to this most important subject,
with such criticism as, in the light of our own
judgment, seems to be called for. In dis-
cussing a similar project in 1888, we alluded
to the fact that the proposed dock was a
safe one that can be easily understood and
fairly calculated by any person of ordinary
intelligence. "As an important shipping
centre," we said, "this port will always be the
headquarters of a large fleet of steam vessels,
which must undergo periodical docking and
repairing. Allowing something for a margin,
there should be very little difficulty in
forming an approximately reliable estimate
of the amount of work and the actual profits
that will fall to the Dock Company's share
every six months; the shipping trade is so
regular year after year that such estimate
will never be very wide of the mark." With
the exception of abnormal periods, brought
about by a combination of most exceptional
circumstances, to wit, the Spanish-American
war, and the outbreak of hostilities in
Northern China in 1900-01, those
remarks appear to have amply borne out
the conditions of the business attending
this undertaking in Hongkong. Arguing
from the standpoint of the Company's
Directorate the working in the past has
frequently been attended with difficulties in
providing docks. Of the six dry docks that
the Company possess there is only one that
will take a ship drawing over twenty feet.
It is further argued that hitherto the Dock
Company has held the foremost place in
the East in providing for the requirements
of the mercantile marine and also of His
Majesty's and foreign navies. The question
to be decided now is whether the Company
can continue to maintain a position which
has been profitable to all concerned,
and whether it would not be necessary
to extend its present capacity, and
thus prevent business drifting away into
the hands of more modern and up to date
competitors not only here but in North
China, Japan, and on the West Coast of
America, etc. Looking into the speeches of
successive Chairmen delivered at successive
meetings of the Company it is strange, to
put it mildly, to have the Company's estab-
lishments represented by its own Directors as
being less modern and less up to date than
similar concerns around and about us.
We say it is strange, for there is no
denying the fact that various amounts—
in the opinion of shareholders largely
in excess of what has been really neces-
sary—have been written off the value
of the Company's property and to provide
for improved machinery and more modern
appliances. These amounts should have been
ample to secure for the Company an establish-
ment, if not better than any, at least second
to none, in the East. The first public action

taken by a combined number of share-
holders was on the 4th July, when a letter
was addressed to the Directors of the Com-
pany stating that it had come to the know-
ledge of the shareholders, that negotiations
were now in progress between the Directors on
behalf of the Company and the Government,
with a view to acquiring a site for the pro-
posed new dock, and that the Government
was willing to grant the site, but on certain
conditions. A request was at the same time
preferred, as there were numerous issues
involved in the scheme "before a final
decision is come to and the Company
definitely committed to a particular course,
shareholders should be given an opportunity
of discussing the project in its entirety." In
reply to this request, the Acting Secretary
wrote as follows:—

Hongkong & Whampoa Dock Co., Ltd.
Sir,—I beg to acknowledge receipt of the
communication, accompanying your letter of
4th instant, signed by yourself and other share-
holders addressed to the Board of Directors of
this Company, which was read at to-day's
Board meeting; and, in reply, I am instructed
to inform you that it has never been the in-
tention of the Directors to commit the Company
to extending the present dock accommodation
without first submitting their proposals to
shareholders.

I am further directed to inform you, that
no intimation is being made by the Govern-
ment for acquiring a site for the proposed new
dock, but the Directors have, up to the present,
failed in getting an offer of the property on
such terms as would warrant their recommend-
ing its purchase.

I am, Sir, Yours faithfully,
for the Chief Manager,
GEO. A. CALDWELL,
Acting Secretary.

H.M.S. H. Esmail, Esq.
Meanwhile, both in our columns and those
of our two contemporaries letters and arti-
cles appeared severely criticising the
scheme from the standpoint of the share-
holders. On the 4th August a notice
appeared of an extraordinary general meet-
ing, over the signature of the Acting
Secretary, "for the purpose of considering
and, if thought fit, of accepting, an offer
from the Government to grant to the
Company a Crown Lease of a certain piece
of land adjoining the Company's premises at
Hungshui, for the construction of a proposed
new dock, on certain terms which will
be duly submitted to the meeting." On the
following day a further letter was addressed
by certain shareholders to the Directors
with reference to this notice. It seemed
to the signatories that the notice given of
the meeting was altogether insufficient.
They pointed out that—
it must be remembered that this notice has
been published after the closing of the books,
and a number of shareholders, who have not
yet received their shares, would, were it
not for the meeting held as proposed, be
debarred from attending the meeting or taking
part in the proceedings. Many of these
former proprietors would also be liable to have
their shares sold against them.

We cannot suppose that the Board of Directors
fixed upon this early date intentionally or
with design to surprise, but prefer to believe
that it was purely accidental, and due to a
desire merely to study the general convenience.
We feel sure that the matter needs only to be
pointed out for the Directors to reconsider.
The date of the meeting and postpone it for
such time as may be necessary for the books to be
closed and opportunity be allowed for the
transfer of shares to the names of present
owners. In view of the very great importance
of the question to be discussed at this extra-
ordinary meeting, the undersigned do not
hesitate to make this request.

Upon reconsideration, the date of the meet-
ing was postponed, an advertisement of the
postponement appearing in the evening
papers of the 6th August. Meanwhile, the
storm of invectives levied in unmeasured
terms against the promoters of the scheme
continued unabated. On the 6th August
Mr. J. R. Michael, one of the share-
holders, wrote requesting that the share-
holders might be furnished, "with the
Government's proposal in regard to the sale
of the land for the new dock, and the out-
lines of the actual scheme which is to be put
before the meeting, so that they may have
an opportunity of considering them be-
forehand in all their bearings." With
good grace the suggestion thrown out by
Mr. Michael was taken up by the
Directors who, through their Chief
Manager, wrote him in reply on the 8th
August informing him that, "the general
outline of the scheme, will be circulated
among shareholders prior to the special
meeting, which will be called about three
months hence, and in ample time for
the consideration of shareholders at that
meeting." On the 18th of the same month
our morning contemporary, which had been
very reserved over a question that excited
a good deal of public comment, had to
follow in our wake with the apology that,
although it seldom felt itself called
upon to take a hand in matters which
concerned public companies,

"inasmuch as we entertain (to quote from
the article) the belief that, as a rule,
the shareholders are, or ought to be, con-
sistent to a large extent with their own
interests, while the community generally can look on
with unconcern, if a mistake is about to be
made or a disastrous competition invited or
avoided." But in this case, where so many
absent investors are interested, where a vast
sum of money is proposed to be spent, a sum
at least double the capital of the Company—it
seems to us that a calm and dispassionate
review of the whole subject may prove useful
and help the shareholders to come to a sensible
decision on a matter of real moment to the
Colony, inasmuch as the stock is widely held

and its permanent depreciation cannot fail to
have a very adverse influence on the market
generally."

Concluding its editorial, the *Daily Press*
gives it as its opinion that, "the opportunity
to build the desired big new dock has come
and gone, and it now only remains to make
the best of what is assuredly a fine property
with excellent prospects if conducted on the
lines of common sense." This article ap-
peared on the very day that the half-yearly
meeting, with every prognostication of
being a stormy one, was to be held. True
to the prophecies the forecast was in
every sense realised. Dissatisfied with what
was considered the unsatisfactory appropri-
ation of the Company's profits for the half
year ending the 30th June last, the share-
holders rose in arms against the guardians of
their purse, and, championed by Mr. Michael,
emphatically declared the hostility,
which was rancorous in their breasts, against
the Directors. Apparently with the deter-
mination not to be baffled by the amend-
ment being carried in favour of the share-
holders, the Chairman, at that meeting, de-
manded a poll, which was subsequently
taken on the 18th ult., with the result that
a proportion of six to one votes was in favour
of the amendment. Over the statement
made by the Chairman at the adjourned
meeting on the 18th November, some
unpleasantness has arisen in connection with
an alleged misunderstanding between the
Company's solicitors and the Board of
Directors in regard to the adjournment of
three months, making it necessary for the
former to publicly assert the existence of
the alleged misunderstanding. Prior to the
last meeting the proposed scheme, dated
22nd September, so eagerly looked forward
to was issued, and its publication only
evoked another storm of condemnation in
regard to the Directors' action. The
Colonial Government is justly "stated" for
the onerous conditions it imposed; condi-
tions which upon further representations
being made to the Secretary of State were
relaxed to the extent of an extension of time
for the completion of the works being granted
and the payment of the purchase money
being spread over four instalments instead
of in a lump-sum. While ways and means
have been put forward by the advocates of
the additional dock, the project does not
offer any satisfactory estimate of the earn-
ings which can be reckoned on with any
reasonable degree of safety. All we
find in allusion to this vital point is
that the proprietors of the Dock Com-
pany must look chiefly "to a growth of
the trade with China over the Pacific as well
of course, as from Europe." The element of
risk is not removed from this somewhat
optimistic view of the trade possibilities, with
the Orient to intercept which, so far as busi-
ness coming within the scope of this article
is concerned, establishments are raised, which,
in the opinion of many, will be in excess of
any probable demand that may be made upon
it. At the later stage of this acrimonious dis-
cussion we regret to perceive that a tendency
is exhibited to degenerate it into personal
aspersions upon the Directorate. The case
should be discussed on its own merits, and
discussed in that light, we do not hesitate to
state that by adopting so stupendous a work
will be but to spell ruin among a large
class of individuals with whose downfall
will be brought the retarding of the Colony's
material prosperity. The seriousness of
the whole question must not be minimised.
The Directors have a grave responsibility
before them, and in accepting their very
handsome remuneration they have saddled
themselves with duties and responsibilities,
not only to conduct other people's affairs,
but to control and manipulate their
money in such a way only as meets
their views and receives their unqualified
approval. In this instance, a strong sense
of disapproval has been expressed, and it
only remains for the scheme to be with-
drawn in accordance with the wishes of
shareholders before confidence and satisfac-
tion can be restored.

THE CURRENCY QUESTION.

That the question of the currency has as-
sumed a phase almost bordering upon a crisis
not even the greatest optimist can deny. In
Hongkong most people have been powerless
to devise a means by which they could free
themselves from the incubus of a rapidly
depreciating dollar, reducing, as it does,
to a serious extent the earnings which
they have to spend on every com-
modity which is imported and charged for
on the basis of a sterling value. The
wage-earning class is made to suffer in a far
more serious degree than his brothers in
trade. The latter, however, are also very
severely affected, and to what degree
they may have still more to suffer
it is not safe to venture any prophetic
statement. Siam, following the example
of India by beginning to close her mint
to the free coinage of silver, has created
a most serious state of affairs for Hongkong,
with probably grave consequences to rice
merchants and ship-owners alike. Tele-
graphic information has been received

in Hongkong to-day that, in consequence
of the Banks refusing to buy or sell
bills on Siam, the trade between this
and Siam is practically suspended for the
time being. Ships which have entered the
Siamese port to load rice have had to
clear in ballast for Saigon. With the failure
of the rice crop in China and the difficulty,
now created by the exchange problem,
to draw from Siam for the usual supply, the
conditions of affairs in China, which have
begun to look ominous, may be further
aggravated, and the impending famine find
but little hope of relief. It may be all very
well to say that the step adopted by the
Siamese Government will be to the advan-
tage of the country, but so far as the Colony
is concerned with "the gold chain closing
round China," the burden is rendered more
and more irksome.

LOCAL AND GENERAL.

HONGKONG & SHANGHAI BANK shares
close to-day at \$550 buyers.

MORE POLICE.—Four of the new recruits
for the Hongkong Police force arrived from
the old country this morning.

THE NAVY LEAGUE.—The books of the
local branch of the Navy League are to be
closed on the 31st inst. The annual meeting
will be held early in January.

LONDON TO JAPAN IN 15 DAYS.—The
International Sleeping Car Company offers to
convey mails by the Trans Siberian Railway
from London to Japan in fifteen days.

A SEVENTY-THREE DAYS' PASSAGE.—
The Italian bark *Lothair* arrived from Callao,
Peru, yesterday, after a 73 days' passage. Two
Chinamen on board died during the trip.

WARREN'S CIRCUS returned from Macao
yesterday, and left for Hanoi by the str. *Hanoi*
this morning. The Company is going to the
Exposition under a three months' contract.

A RECORD.—Twenty-four deep-sea craft
arrived at this port between the hours of 6 a.m.
and 5 p.m. yesterday, and local 'shell-backs'
are discussing whether it is not a record day.

SILVER is now quoted at twenty-two pence
half-penny, reports a London cable of the 22nd
ult. The export of Great Britain is
suffering from the effects of the drop in silver.

HONGKONG JOCKEY CLUB.—We are in
receipt of the corrected programme of the
Hongkong Jockey Club race meeting, 1903,
and will reproduce it in our columns to-morrow.

WILSON BARRETT'S NEW PLAY.—
Wilson Barrett's new play, *The Christian King*,
deals with the story of King Alfred and is
cleverly constructed. Barrett appears in the
title role.

MAN OVERBOARD.—The *Arratoon* *Abur*
arrived from Calcutta yesterday afternoon, and
it has transpired that a man disappeared from
the ship during the voyage; he is supposed to
have gone overboard.

UNPLEASANT INTERRUPTION.—
While thirty-five natives were indulging in a
pleasant gambol at Min-Yung they were
raided by the "me in blue". The two leaders
were fined \$50, and the others \$25 apiece.

FLOODS AND TIN REVENUE.—There
are fears that the unusually heavy rains in
Perak and Selangor, which flooded many
mines, may tell seriously on the Government
revenue from tin during the last quarter of this
year.

CHINA'S INTEGRITY INJURED.—The
Chinese Government intends to dismiss the
Governor of Hunan on the ground that he has
injured the integrity of the Empire in connection
with the settlement of the Chénchou affair,
reports a Tientsin telegram of the 22nd ult.

A CHINO BEGGAR charged at the Magis-
trate's this morning with being a rogue, vagabond
and vagrant was asked where and how he
earned his living. He answered "I live, every-
place, workee everyting; all piece can do."
He will do fourteen days, and try a hand at
new-pidgin.

UNLUCKY STAR.—Peking officials, says
the *China Times*, are much concerned about
the report from Shanghai of the appearance
there of an unlucky star seen there, a comet
with a tail two feet long! From this, whether
from the comet or its tail—they conclude that
a great disaster is coming in China.

BY KIND PERMISSION of Lt. Col. and
officers, the Band of the 10th Bombay Light
Infantry will play at the Hongkong Hotel to-
morrow (Saturday) from 8 to 9.30 p.m.

PROGRAMME.
1. March "The Scotch Brigade" Arbuckle.
2. Selection "Telephone Girl" Clover.
3. "Lancers" "Pirates of Penang" Albert.
4. Valse "La Made" Vaa.
5. Selection "Canada" Darwood.
6. Divertissement "Don't Joke" Vayaux.
God Save the King.

THE CHENGHOW MURDERS.—The *Su
Pao* again states that the Chénchow
indemnity for the murder of two British mis-
sionaries was sent to the British Consul at
Hankow on the 25th ult. through a deputy by
Governor Yu of Hunan. The British Vice-
Consul has returned to Hankow from Hunan,
where he went to be present at the depatriation
of the Chénchow officer Liu. Again as the
indemnity was sent only the day after the Prefect,
Cheng Shihien, took over the seals of his office,
he was excused from contributing to the
indemnity. The Governor of Hunan has
ordered workmen in charge of deputies to
proceed to Chénchow to start work on the
monument to be erected to the memory of the
murdered missionaries.

CRICKET.—To-morrow the return match
with the Army Ordnance Department will be
played. The following will represent the
Cricketing Cricket Club:—L. E. Lammer,
R. Bass, A. O. Brown, L. A. Rose, J. P. Jordan,
E. Ford, M. H. Hartman, Y. L. Stuart, J. D.
Kinnaird, R. C. W. Nicholl, and M. E. Asger.

INDRAPURA.—The *Indrapura* left for
Columbia River yesterday, the damage caused
by the recent fire in her hold having been
thoroughly repaired. The native apprentice
painter, injured on Thursday while working at
the vessel's steering gear, died at the Govern-
ment Civil Hospital yesterday. An inquiry
will be held.

FOOTBALL.—To-morrow afternoon on the
Happy Valley the Hongkong Football Club
will play H.M.S. *Ocean*. Kick-off at four o'clock.
The following will play for the Club:—C. C.
Hickling, goal; O. T. Barnes and J. W. C. Bonnar,
backs; G. H. G. Ashell, C. T. Kew, and W. T.
Chaffield, halves; W. R. Lemarchand, E. J.
Libbend, C. R. S. Cooper, R. Kerr, and G. A.
Cooker, forwards.

CHINA ASSOCIATION DINNER.—
Amongst the guests who accepted invitations
to be present at the China Association annual
dinner on 12th ult. were Admiral Sir E. H.
Steymour, G.C.V., Sir Francis Bertie, K.C.B.,
Sir M. Ommaney, G.C.M.G., Sir James
Mackay, K.C.I.F., and Sir Pelham Warren,
K.C.M.G. Mr. W. Keswick, M.P., the Presi-
dent of the Association, presided. Sir
Thomas Jackson, Bart., was to propose the
toast of "Our Guests," and Sir James Mackay,
K.C.I.E., had consented to reply.

THE EVACUATION OF SHANGHAI is
a matter that is supposed to have been settled
in Europe and yet we have no confirmation of
it from the Chinese here, reports the Peking
correspondent of the *Shanghai Mercury*. If
the three articles which the German Charge
d'Affaires negotiated with Prince Ching have
been waived by Germany, they have not been
withdrawn by the Charge, and the French and
Japanese have no assurance that the evacua-
tion will be pulled off. The Japanese will
remove their troops within a week if they
get the assurance.

DR. HO KAI DECORATED.—Last night
at Government House, the Hon. Dr. Ho Kai
was formally invested with the order of Com-
panion of the Order of St. Michael and St. George,
conferred upon him on the occasion of the
Coronation. There was a very distinguished
assembly to witness the ceremony, which was
preceded by dinner, to which twenty sat
down. Among the guests present were
H. E. Major General Sir W. J. and Lady
Gascoigne, Admiral Grenfell, and Commodore
Powell. H.E. the Governor congratulated Dr.
Ho Kai and conferred the decoration upon
him.

THE JANET WALDORF COMPANY have
a successful production of *Twelfth Night*
last evening, at the Theatre Royal, before a
fairly good house. As usual, the various
artists took their parts well. To-night Dumas'
powerful drama *Camille* will be staged. This
play has been well received in Europe, the
States, and Australia. The points of interest
will be taken by Miss Janet Waldorf in the
role of *Camille*, and that of *Armand*, by Mr.
Norval McGregor. We understand that this
is one of the finest productions of the Waldorf
Company, and have every belief that a full
house will be ensured.

THE FORTHCOMING REGATTA.—The
race between the two English crews of the
V.R.C. and H.K. Boat Club will be rowed
off on Saturday, the 6th instant, and it will
depend upon the result, which crew is to re-
present the English in the International
Race at the forthcoming Regatta. It is ex-
pected that the contest will be a keen one. A
steam launch will leave Blake Pier to-morrow
afternoon at three o'clock for members and
friends. The following are the crews:—

V.R.C. H.K.B.C.
C. E. Hance, stroke H. L. Hickey, stroke
A. Humphreys 3 C. McI. Messer 3
J. H. Hance 2 G. H. Edwards 2
J. R. H. bow F. C. Barlow, bow

KIAUTSCHOU IMPROVEMENTS.—The
preparatory work for the building of a pier in
the principal harbour of the Kiautschou Bay
having been completed, the foundation stone
was laid on Saturday, 15th November. Many
officers and government officials were present
and a large number of spectators had assembled
early in the forenoon to witness the ceremony.
Governor Truppel made a speech suitable for
the occasion, ending with three hurrahs for
Emperor William. The original document
having been read by Captain Funke, (his
letter with a plan of Taingang, a plan of the
proposed harbour, a copy of the *Deutsch Asi-
atische Warte*, and as copy of the *Antikblatt*, as
also a few silver coins from the colony, were
placed in a receptacle in the foundation stone,
which was then closed. It is expected that
before the expiration of one year ocean steamers
will be brought alongside this pier. *Deutsch
Asiatische Warte*.

SHIPPING AND MAIL NEWS.

MAILS DUE.
German (*König Albert*) 10th inst.
Indian (*Lightning*) 10th inst.
Canadian (*Albatross*) 11th inst.
American (*Gueltig*) 13th inst.
Canadian (*Empress of China*) 22nd inst.
American (*Hongkong Maru*) 23rd inst.

The P. & A. S. S. Co.'s steamer *Indra* will
leave for this morning for this port, via
and is expected here on or about the 12th inst.

COTTAM & CO. FOR WASHINGTON
COTTAM & CO. FOR WASHINGTON

TELEGRAMS.

(Ruler's.)

Roosevelt's Message to Congress.
LONDON, December 3rd.
The message of President Roosevelt on the opening of Congress, reaffirms the necessity for legislation, and even a change in the constitution, to permit of the supervision of trusts; but care must be observed that the great legitimate enterprises are not injured. In conclusion the message strongly advocates an efficient navy capable of backing up the Monroe doctrine.

A Diplomatic Change.
Baron de Rosen, Russian Minister, to Greece, has been transferred to Japan.

The Evacuation of Shanghai.
The Norddeutsche Allgemeine Zeitung says that the date of the German evacuation of Shanghai depends upon the transports available, but that in any case the German troops will evacuate the place during the course of January.

Holland and the Sugar Convention.
The second Dutch Chamber has adopted the Sugar Convention. During the sitting the Foreign minister declared that Great Britain would have been obliged to counter-vail sugar to protect her Colonies if the bounties had been continued.

Somaland.
It is unlikely that Colonel Manning will be able to take the field against the Mad Mullah before the middle of January.

Spain.
The Spanish Cabinet has resigned.
Great Britain and Venezuela.
Four British warships have left Bermuda for Venezuela and two more are to follow.

Still Hoer for Southampton.
LONDON, 27th November.
The Secretary of the P. & O. Company says that the question of their headquarters is not yet settled.

Herr Krupp's Recent Anxieties.
LONDON, 27th November.
Herr Krupp had before his death just commenced proceedings against the *Vorwärts*, which charged him with gross immorality.

The British Academy's First President.
LONDON, 28th November.
Lord Reay, G.C.S.I., G.C.B., LL.D., Edin, Chairman of the London School Board, has been elected the first President of the new British Academy.

The Chinese Engineering and Mining Co.
TIEN TSI, November 28th.
At the meeting to-day it was resolved that the success of the enterprise depends strict adherence to the contract of 1901, particularly as regards the removal of the Board to China; that the attempt to administer the company from Europe is at variance with the Company's solemn obligation, and does not warrant the confidence of the shareholders in the directors. The shareholders appointed the following committee to investigate and manage the affairs of the Company, and negotiate a satisfactory settlement with the directors in London:—Messrs. Deering, Chan, Yen-mao, Shen Tun-ho, Chu Pao-sun, Liang Wen-tung, C. J. Dudgeon, C. M. Ede, Heyle, Tong Kidson, and von Hanneken.

ANOTHER COLLAPSE INQUIRY
OPENED THIS AFTERNOON.

An inquiry into the deaths of Wong Chun (female), Wong Chuen, a boy and two males, not identified, and by the collapse of Nos. 10 and 12 Second Street, commenced this afternoon at the Magistrate's Court before Mr. F. A. Hazeland and a jury composed of Messrs. C. W. Richards, C. Q. Pintos, and J. H. Oxberry. Mr. Bowley, Crown Solicitor, opened the case, and stated that the collapse took place on 2nd August at 6.20 p.m. There was a typhoon blowing at that time, and the wind, growing in force attained a velocity of forty nine miles an hour. Deceased were residents of No. 12 Second Street. The floor was built over the Wai On Lane. No. 10 fell first and carried No. 12 as well. There were altogether eleven persons in the house, taking shelter from the rain. The plans of the premises were prepared by Messrs. Dennison and Kam, who, after complying with the Building Ordinances, sent them, on the 9th November 1901, to the P.W.D. for approval, and the buildings were completed on January 10th 1902. There had been no European supervision at all. At that time the P.W.D. was greatly undermanned, and in building operations were represented by Mr. Tooker and Mr. Crisp. After the collapse, Mr. Tooker and Mr. Haggard, inspected the building and gave their report.

Dr. W. Hunter gave evidence respecting the result of post-mortem examinations of the bodies. Mr. H. E. Y. Haggard, assistant engineer, P.W.D. produced plans showing the condition of the houses after the collapse. Inspector Diamond spoke regarding the collapse, and the subsequent finding of the corpses.

CUTTAM & CO. FOR GENTS' BATHING GEAR.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

ASK for ASAHI JAPANESE BEER.
G. Girault.

Lance Sergeant Kington, corroborated, and described the finding of the bodies, and their subsequent admission to the mortuary admission. Mr. L. Gibbs, civil engineer and architect, gave evidence respecting the preparation of the plans and technicalities of the building, after which Mr. Tooker was sworn, and in the course of his remarks observed that the collapse was due solely to the typhoon.
The inquiry was adjourned till Monday 8th inst. at 2.15 p.m.

CORRESPONDENCE.
(We do not necessarily endorse the opinions expressed by correspondents in the columns.)

SHIPS AND SAMPAHS.
TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR,—Will you allow me space in your columns to draw attention to the fact that, after 9 p.m. no sampan is allowed to land or engage passengers at any place except Blake Pier? This is very annoying for the crews of ships lying at the west end of the Harbour as, with a head wind and tide, it often takes two hours to get from Blake Pier to the ship. It would be very easy for the authorities to have a Sikh policeman stationed at the Canton wharf to take the numbers of sampans that engage passengers; if they think this precaution still necessary. The Captains of all ships engage a sampan for their use during their stay in port, and these sampans fly the ship's flag, but even these are not allowed to stay down at the West end of the Harbour. Thanking you,
I am, dear Sir,
Yours truly,
ALLAN JONES.

Hongkong, 5th December, 1902.

[Our correspondent's representation will commend itself to action being taken by the proper authorities to afford our friends of the seafaring community every facility and convenience they are justly entitled to while in port. We feel sure it needs but the publication of his letter for immediate action to be taken in the desired direction.—Ed., H.K.T.]

NAVAL NOTES.
H.M. gunboat *Brilliant* slipped her moorings and made a departure for Bangkok yesterday.

The U. S. coast-defence turret-ship *Monterey* arrived at 2 a.m., and the U. S. gun-vessel *Yorktown* at 7 a.m. to-day. Both vessels left Amoy on the 2nd inst.

H.M.S. *Edith* leaves Shanghai for Mins Bay on the 8th inst.

Our old friend, the U. S. coast-defence monitor *Monadnock* has arrived from Amoy.

CANTON NOTES.
(From Our Own Correspondent.)

COLLISION.
CANTON, 4th December.
This morning as the passenger-boat which runs between Yeung Kow and Canton was nearing Canton in tow of a steam launch she came into collision with a coast steamer which was just leaving for Hongkong. It was two o'clock in the morning and rather dark. The junk was badly damaged about the bow and immediately sank bow down the stern remaining above water. No lives were lost but all the passengers on the lower deck lost all their baggage. The coast-steamer asked the name of the junk and where from and whither bound, and then proceeded on her way to Hongkong. There were a lot of pigs, chickens and one pony on board and nearly all these were drowned. The pony was a present from a Yeung Kow official to some official in Canton. It was a nice animal, but was drowned before it could be got into another boat. The launch came along side of the junk and made fast, and at daylight towed the junk, which was half under water, up to the city. The accident occurred near the Macao Fort.

PROCLAMATION.
The Prefect of Kwong Chau has issued a proclamation to the gentry of his jurisdiction. He points out that the failure of the rice crop is causing great distress. The idle peple are becoming robbers and crime is increasing. He urges the gentry to bring out their money and give employment to the people out of work. Teach the people how to work and thus keep them from joining robber bands. The Prefect's idea in a good one, and should be acted upon. It is not likely that the gentry will put the suggestion to practical test. The Prefect of Kwong Chau is a young man of great promise. He was Tan Mu's confidential adviser and is desirous to improve the condition of the people.

TICKETS FROM PARIS TO PEKING.
The General Passenger-Agent Mr. Daniels, of the New York Central, has received a sample coupon ticket to be used on the trip from Paris to Peking by the International Sleeping Car Company over the recently completed Trans-Siberian Railway. It consists of twenty-eight railroad coupons and nine sleeping and dining car coupons. The ticket is bound in a book, and a brief description of the trip is to be printed in Russian, French, German, English, and Chinese. This will also apply to the conditions of transportation. The upper half of the ticket reads: "Number 1 ticket, Trans-Siberian, train de luxe, from Paris to Peking, via Cologne, Berlin, Warsaw, and Moscow." Some of the results of the conference between the representatives of the Trans-Siberian, Chinese Eastern and European transcontinental lines were that the rates of fare were agreed upon, and it was decided that passengers, holding through tickets issued by any American or European railroad, would receive the usual courtesy extended to passengers travelling in Russia to-day.

THE FLA INCIDENT.
SIR ERNEST NOT THERE.
November 24th.
Sir Ernest Satow left here on Friday morning early, spending only one night in Tientsin. His departure was quiet and informal. Stories have been current here that he stopped at Tongshan and personally superintended the pulling down of the Dragon Flag, but it is quite a stretch of imagination. Sir Ernest only stayed ten minutes at Tongshan station, and the order to pull down the flag was sent from here by Chang-yi the day previous. There seems to have been a determination on the part of some to get up a sensation at all costs. The feeling excited by the general situation of the Company is seeking to ventilate itself in all manner of ways.

The Company has resumed the sale of coal for retail supplies with the result that prices have fallen at once, and we are once more able to procure our fuel at prices which ranged before the siege.

THE DISASTER AT TONGSHAN MINES.
INQUEST ON MR. BAXTER.
(From Our Own Correspondent.)
TIEN TSI, November 20th.
The past two days Tientsin has been all agog over the inquest of Mr. Baxter, the unfortunate mining expert overcome by the fumes in the recent fire in the Tongshan Mines. The fire is now stated to have subsided, but some uncertainty exists as to how many Chinese have really perished. It was stated seven or eight bodies had been recovered, but in the evidence given at the inquest mention is made of only five Chinese being in the shaft with Mr. Baxter, and if more perished it must have been during some subsequent efforts to dam the fire, or in another part of the mine. The fire caused a thin portion of the mine to give way and it is possible and probable that many men were entombed in the first crash.

The jury to-day returned a verdict of accidental death, but added a rider that they considered some negligence had been shown by the Company's Managers in not making better provision for disasters of this kind.

THE ARRIVAL OF SIR ERNEST SATOW, K.C.M.G.
GUEST OF H.E. THE GOVERNOR.
At seven o'clock this morning, the P. & O. liner, *Parramatta*, arrived in Hongkong harbour having on board the British Minister to China, Sir Ernest Satow, K.C.M.G. Shortly after nine o'clock, the Government tender *Victoria* conveyed Sir Ernest ashore and landed him at Murray Pier. He was accompanied by his private secretary, Mr. Russell, of the British Legation, Peking. Inspector-Gourlay and Sergeant Brazil conducted the distinguished guest to Government House, where he was received by H.E. the Governor. At about 10 a.m., Sir Ernest Satow strolled through the city. He will remain at Government House as the guest of Sir Henry till to-morrow noon, when the mail proceeds, which is to take him home on six months well-earned leave.

KANG YU WEI
AT DARJEELING.
A Christina Albers writes to the *Indian Mirror*: There is at present staying in Darjeeling one of the best known personages of the day, living a retired life at his quiet villa, the *Yewu*. This is none other than Kang Yu Wei, the great Chinese reformer. Since the re-establishment of the power of the Dowager-Empress and the downfall of the Emperor, Kang Yu Wei has been in exile, being driven from his country by the reigning power. During this time, however, he has been ever active. Travelling about from land to land, he has studied the economic conditions of other countries, spending much of his time in America, in which latter country he is well-known, and of which he has a very high opinion. It is, indeed, a sad fact to see a man, in whom all the qualities of a reformer are inherent, a man who thoroughly understands the needs of his country, and who is capable of opening the way towards providing them so completely cut off from the field of his activity. But Kang Yu Wei is hopeful. He has the assurance that his party is gaining in strength, and he feels confident that the time is not far distant when a better day is dawning for his country.

The resources of China, he says, are wonderful, the country is teeming in mineral and other products. But at present they are lying undeveloped. If progress once make an inroad into this vast Empire, there will be great developments. But the Chinese masses are kept in ignorance by the Conservative party, the power of which will have to be broken before reform on a large scale is possible.

As far as the educational movement is concerned, Kang Yu Wei is of opinion that the English language must be taught to his people along with their mother-tongue, for he considers true progress is possible only when there is a medium of exchange on the intellectual field between the people of China and the 'outside world.' Of course, anyone who watches the movements of China knows that progress is beginning to stir in the Celestial Empire, for delegations are being sent to Japan to study the methods of education of that country and instructors are sent from Japan to China to teach in the Chinese schools. But so far the work seems to progress only slowly.

Once the doors of China are thrown wide open to the influence of civilization, she will in all probability yield greater results than Japan even, for China is a far richer country than Japan. She covers a much larger area, and the Chinese have as much aptitude and keenness of insight as the Japanese; they may even be said to excel them in that respect. Kang Yu Wei is a keen diplomatist as well as a student. He is eager to meet the greatest scholars of this country, and the religions of India interest him much. He wishes to make a collection of the different books, written on Indian religions, for the sake of research. Unfortunately, it is rather difficult to communicate with him, since he can converse in the Chinese language only, and conversation with him has to be carried on by means of an interpreter. He is accompanied by a few members of his family, prominent among whom is his daughter, Miss Hong Ton Pei, a very bright young lady, who usually acts as her father's interpreter. She was educated at Hongkong where she spent two years in an English school. And it is really creditable to her that she acquired so much knowledge of the English language during that comparatively short period, since prior to that time she had received instruction in her own language only. She seems to have inherited her father's keen insight, and she appears much interested in the different people that visit him.

It is greatly to be hoped that this great man will soon be placed in a position to carry into operation his many theories of reform, especially at this turning point in the development of the Chinese race, when a strong hand and a cool head are needed to pilot the nation through many difficulties that are bound to beset the way as evolution marches onward on its slow, but mighty course.

THE WEATHER.
The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—
On the 5th at 12.5 p.m. the barometer has risen over Japan, the depression having passed to the Pacific to the N.E. of Japan. Pressure has increased and is high over Manchuria, but inclined to give way in S. China, probably owing to the formation of a depression over Central China.
Fresh to moderate monsoon in the Formosa Channel and N. part of the China Sea.
Forecast: fresh to moderate E. winds; cloudy, some light rain.

BUILDING INSPECTORS IN HONGKONG.

QUESTIONS IN PARLIAMENT.

In the House of Commons on the 3rd ult., Mr. Weir asked the Secretary of State for the Colonies whether any arrangements have yet been made to meet the increase in building in Hongkong by the appointment of additional inspectors; and, if so, will he say how many inspectors are now appointed.

Mr. Chamberlain: The Colonial Government have asked that two additional overseers may be sent out from this country to assist in performing the duties imposed upon the Public Works Department by the Building Ordinances. Candidates for these posts are under consideration, and it is hoped to send out two overseers at an early date.

THE CANTON-HANKOW RAILWAY.

INTERESTING DETAILS.

Mr. C. C. Seeley, first assistant engineer with the American-China Development Company, has written a letter to Mr. T. R. Tuttle, manager of the export department of Messrs. Geiz Brothers and Company, in which he describes the ceremonies attending the commencement of work on the Canton-Hankow railway. This line will be the longest railway in the Chinese empire, with the exception of the Manchurian road, and will tap the fertile valley of the Yangtze Kiang. It is by far the greatest commercial concession ever granted to an American syndicate, and the building of the road is a great stroke for American precedence in commercial affairs in that section of China. Mr. Tuttle recently returned from an extended business mission to China and while in the Mongolian empire travelled over the greater portion of the surveyed route of the Canton-Hankow line. The total length of the road will be 750 miles. Hankow, the northern terminal of this American owned and American built railroad, is a city of great commercial importance and is situated in the very heart of the rich section embraced in the British "sphere of influence." It is estimated that of the new line will show earnings of \$50,000,000. The survey for the road was completed September 1st, and a few days later the ceremonies attending the driving of the first stakes on the grade markings were gone through with much eclat. The party conducting these important ceremonies was made up of Captain Rich, the Englishman who is chief engineer for the Chinese Government, Mr. W. E. Gray, general manager for the American syndicate building the road, United States Counsel McWade, Mr. John Barrett, Commissioner of the St. Louis Exposition, Supervising Engineer Ashmead and staff, highborn Chinese officials and members of the nobility. The entire party was accompanied by a guard of honor consisting of a company of Chinese regular infantry. General Manager Gray drove the first stake and the whole affair was marked with much pomp and ceremony.

Mr. William Barclay Parsons, chief engineer of the Rapid Transit road in New York, is the president of the American-China Development Company, and the millions of capital for the construction of the line is in the possession of Messrs. J. P. Morgan & Co.

THE DISASTER AT TONGSHAN MINES.
INQUEST ON MR. BAXTER.
(From Our Own Correspondent.)
TIEN TSI, November 20th.

The past two days Tientsin has been all agog over the inquest of Mr. Baxter, the unfortunate mining expert overcome by the fumes in the recent fire in the Tongshan Mines. The fire is now stated to have subsided, but some uncertainty exists as to how many Chinese have really perished. It was stated seven or eight bodies had been recovered, but in the evidence given at the inquest mention is made of only five Chinese being in the shaft with Mr. Baxter, and if more perished it must have been during some subsequent efforts to dam the fire, or in another part of the mine. The fire caused a thin portion of the mine to give way and it is possible and probable that many men were entombed in the first crash.

The jury to-day returned a verdict of accidental death, but added a rider that they considered some negligence had been shown by the Company's Managers in not making better provision for disasters of this kind.

THE ARRIVAL OF SIR ERNEST SATOW, K.C.M.G.
GUEST OF H.E. THE GOVERNOR.
At seven o'clock this morning, the P. & O. liner, *Parramatta*, arrived in Hongkong harbour having on board the British Minister to China, Sir Ernest Satow, K.C.M.G. Shortly after nine o'clock, the Government tender *Victoria* conveyed Sir Ernest ashore and landed him at Murray Pier. He was accompanied by his private secretary, Mr. Russell, of the British Legation, Peking. Inspector-Gourlay and Sergeant Brazil conducted the distinguished guest to Government House, where he was received by H.E. the Governor. At about 10 a.m., Sir Ernest Satow strolled through the city. He will remain at Government House as the guest of Sir Henry till to-morrow noon, when the mail proceeds, which is to take him home on six months well-earned leave.

KANG YU WEI
AT DARJEELING.
A Christina Albers writes to the *Indian Mirror*: There is at present staying in Darjeeling one of the best known personages of the day, living a retired life at his quiet villa, the *Yewu*. This is none other than Kang Yu Wei, the great Chinese reformer. Since the re-establishment of the power of the Dowager-Empress and the downfall of the Emperor, Kang Yu Wei has been in exile, being driven from his country by the reigning power. During this time, however, he has been ever active. Travelling about from land to land, he has studied the economic conditions of other countries, spending much of his time in America, in which latter country he is well-known, and of which he has a very high opinion. It is, indeed, a sad fact to see a man, in whom all the qualities of a reformer are inherent, a man who thoroughly understands the needs of his country, and who is capable of opening the way towards providing them so completely cut off from the field of his activity. But Kang Yu Wei is hopeful. He has the assurance that his party is gaining in strength, and he feels confident that the time is not far distant when a better day is dawning for his country.

The resources of China, he says, are wonderful, the country is teeming in mineral and other products. But at present they are lying undeveloped. If progress once make an inroad into this vast Empire, there will be great developments. But the Chinese masses are kept in ignorance by the Conservative party, the power of which will have to be broken before reform on a large scale is possible.

As far as the educational movement is concerned, Kang Yu Wei is of opinion that the English language must be taught to his people along with their mother-tongue, for he considers true progress is possible only when there is a medium of exchange on the intellectual field between the people of China and the 'outside world.' Of course, anyone who watches the movements of China knows that progress is beginning to stir in the Celestial Empire, for delegations are being sent to Japan to study the methods of education of that country and instructors are sent from Japan to China to teach in the Chinese schools. But so far the work seems to progress only slowly.

Once the doors of China are thrown wide open to the influence of civilization, she will in all probability yield greater results than Japan even, for China is a far richer country than Japan. She covers a much larger area, and the Chinese have as much aptitude and keenness of insight as the Japanese; they may even be said to excel them in that respect. Kang Yu Wei is a keen diplomatist as well as a student. He is eager to meet the greatest scholars of this country, and the religions of India interest him much. He wishes to make a collection of the different books, written on Indian religions, for the sake of research. Unfortunately, it is rather difficult to communicate with him, since he can converse in the Chinese language only, and conversation with him has to be carried on by means of an interpreter. He is accompanied by a few members of his family, prominent among whom is his daughter, Miss Hong Ton Pei, a very bright young lady, who usually acts as her father's interpreter. She was educated at Hongkong where she spent two years in an English school. And it is really creditable to her that she acquired so much knowledge of the English language during that comparatively short period, since prior to that time she had received instruction in her own language only. She seems to have inherited her father's keen insight, and she appears much interested in the different people that visit him.

It is greatly to be hoped that this great man will soon be placed in a position to carry into operation his many theories of reform, especially at this turning point in the development of the Chinese race, when a strong hand and a cool head are needed to pilot the nation through many difficulties that are bound to beset the way as evolution marches onward on its slow, but mighty course.

THE WEATHER.
The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—
On the 5th at 12.5 p.m. the barometer has risen over Japan, the depression having passed to the Pacific to the N.E. of Japan. Pressure has increased and is high over Manchuria, but inclined to give way in S. China, probably owing to the formation of a depression over Central China.
Fresh to moderate monsoon in the Formosa Channel and N. part of the China Sea.
Forecast: fresh to moderate E. winds; cloudy, some light rain.

THE ARRIVAL OF SIR ERNEST SATOW, K.C.M.G.
GUEST OF H.E. THE GOVERNOR.
At seven o'clock this morning, the P. & O. liner, *Parramatta*, arrived in Hongkong harbour having on board the British Minister to China, Sir Ernest Satow, K.C.M.G. Shortly after nine o'clock, the Government tender *Victoria* conveyed Sir Ernest ashore and landed him at Murray Pier. He was accompanied by his private secretary, Mr. Russell, of the British Legation, Peking. Inspector-Gourlay and Sergeant Brazil conducted the distinguished guest to Government House, where he was received by H.E. the Governor. At about 10 a.m., Sir Ernest Satow strolled through the city. He will remain at Government House as the guest of Sir Henry till to-morrow noon, when the mail proceeds, which is to take him home on six months well-earned leave.

KANG YU WEI
AT DARJEELING.
A Christina Albers writes to the *Indian Mirror*: There is at present staying in Darjeeling one of the best known personages of the day, living a retired life at his quiet villa, the *Yewu*. This is none other than Kang Yu Wei, the great Chinese reformer. Since the re-establishment of the power of the Dowager-Empress and the downfall of the Emperor, Kang Yu Wei has been in exile, being driven from his country by the reigning power. During this time, however, he has been ever active. Travelling about from land to land, he has studied the economic conditions of other countries, spending much of his time in America, in which latter country he is well-known, and of which he has a very high opinion. It is, indeed, a sad fact to see a man, in whom all the qualities of a reformer are inherent, a man who thoroughly understands the needs of his country, and who is capable of opening the way towards providing them so completely cut off from the field of his activity. But Kang Yu Wei is hopeful. He has the assurance that his party is gaining in strength, and he feels confident that the time is not far distant when a better day is dawning for his country.

The resources of China, he says, are wonderful, the country is teeming in mineral and other products. But at present they are lying undeveloped. If progress once make an inroad into this vast Empire, there will be great developments. But the Chinese masses are kept in ignorance by the Conservative party, the power of which will have to be broken before reform on a large scale is possible.

As far as the educational movement is concerned, Kang Yu Wei is of opinion that the English language must be taught to his people along with their mother-tongue, for he considers true progress is possible only when there is a medium of exchange on the intellectual field between the people of China and the 'outside world.' Of course, anyone who watches the movements of China knows that progress is beginning to stir in the Celestial Empire, for delegations are being sent to Japan to study the methods of education of that country and instructors are sent from Japan to China to teach in the Chinese schools. But so far the work seems to progress only slowly.

Once the doors of China are thrown wide open to the influence of civilization, she will in all probability yield greater results than Japan even, for China is a far richer country than Japan. She covers a much larger area, and the Chinese have as much aptitude and keenness of insight as the Japanese; they may even be said to excel them in that respect. Kang Yu Wei is a keen diplomatist as well as a student. He is eager to meet the greatest scholars of this country, and the religions of India interest him much. He wishes to make a collection of the different books, written on Indian religions, for the sake of research. Unfortunately, it is rather difficult to communicate with him, since he can converse in the Chinese language only, and conversation with him has to be carried on by means of an interpreter. He is accompanied by a few members of his family, prominent among whom is his daughter, Miss Hong Ton Pei, a very bright young lady, who usually acts as her father's interpreter. She was educated at Hongkong where she spent two years in an English school. And it is really creditable to her that she acquired so much knowledge of the English language during that comparatively short period, since prior to that time she had received instruction in her own language only. She seems to have inherited her father's keen insight, and she appears much interested in the different people that visit him.

It is greatly to be hoped that this great man will soon be placed in a position to carry into operation his many theories of reform, especially at this turning point in the development of the Chinese race, when a strong hand and a cool head are needed to pilot the nation through many difficulties that are bound to beset the way as evolution marches onward on its slow, but mighty course.

THE WEATHER.
The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—
On the 5th at 12.5 p.m. the barometer has risen over Japan, the depression having passed to the Pacific to the N.E. of Japan. Pressure has increased and is high over Manchuria, but inclined to give way in S. China, probably owing to the formation of a depression over Central China.
Fresh to moderate monsoon in the Formosa Channel and N. part of the China Sea.
Forecast: fresh to moderate E. winds; cloudy, some light rain.

THE ARRIVAL OF SIR ERNEST SATOW, K.C.M.G.
GUEST OF H.E. THE GOVERNOR.
At seven o'clock this morning, the P. & O. liner, *Parramatta*, arrived in Hongkong harbour having on board the British Minister to China, Sir Ernest Satow, K.C.M.G. Shortly after nine o'clock, the Government tender *Victoria* conveyed Sir Ernest ashore and landed him at Murray Pier. He was accompanied by his private secretary, Mr. Russell, of the British Legation, Peking. Inspector-Gourlay and Sergeant Brazil conducted the distinguished guest to Government House, where he was received by H.E. the Governor. At about 10 a.m., Sir Ernest Satow strolled through the city. He will remain at Government House as the guest of Sir Henry till to-morrow noon, when the mail proceeds, which is to take him home on six months well-earned leave.

KANG YU WEI
AT DARJEELING.
A Christina Albers writes to the *Indian Mirror*: There is at present staying in Darjeeling one of the best known personages of the day, living a retired life at his quiet villa, the *Yewu*. This is none other than Kang Yu Wei, the great Chinese reformer. Since the re-establishment of the power of the Dowager-Empress and the downfall of the Emperor, Kang Yu Wei has been in exile, being driven from his country by the reigning power. During this time, however, he has been ever active. Travelling about from land to land, he has studied the economic conditions of other countries, spending much of his time in America, in which latter country he is well-known, and of which he has a very high opinion. It is, indeed, a sad fact to see a man, in whom all the qualities of a reformer are inherent, a man who thoroughly understands the needs of his country, and who is capable of opening the way towards providing them so completely cut off from the field of his activity. But Kang Yu Wei is hopeful. He has the assurance that his party is gaining in strength, and he feels confident that the time is not far distant when a better day is dawning for his country.

The resources of China, he says, are wonderful, the country is teeming in mineral and other products. But at present they are lying undeveloped. If progress once make an inroad into this vast Empire, there will be great developments. But the Chinese masses are kept in ignorance by the Conservative party, the power of which will have to be broken before reform on a large scale is possible.

As far as the educational movement is concerned, Kang Yu Wei is of opinion that the English language must be taught to his people along with their mother-tongue, for he considers true progress is possible only when there is a medium of exchange on the intellectual field between the people of China and the 'outside world.' Of course, anyone who watches the movements of China knows that progress is beginning to stir in the Celestial Empire, for delegations are being sent to Japan to study the methods of education of that country and instructors are sent from Japan to China to teach in the Chinese schools. But so far the work seems to progress only slowly.

Once the doors of China are thrown wide open to the influence of civilization, she will in all probability yield greater results than Japan even, for China is a far richer country than Japan. She covers a much larger area, and the Chinese have as much aptitude and keenness of insight as the Japanese; they may even be said to excel them in that respect. Kang Yu Wei is a keen diplomatist as well as a student. He is eager to meet the greatest scholars of this country, and the religions of India interest him much. He wishes to make a collection of the different books, written on Indian religions, for the sake of research. Unfortunately, it is rather difficult to communicate with him, since he can converse in the Chinese language only, and conversation with him has to be carried on by means of an interpreter. He is accompanied by a few members of his family, prominent among whom is his daughter, Miss Hong Ton Pei, a very bright young lady, who usually acts as her father's interpreter. She was educated at Hongkong where she spent two years in an English school. And it is really creditable to her that she acquired so much knowledge of the English language during that comparatively short period, since prior to that time she had received instruction in her own language only. She seems to have inherited her father's keen insight, and she appears much interested in the different people that visit him.

It is greatly to be hoped that this great man will soon be placed in a position to carry into operation his many theories of reform, especially at this turning point in the development of the Chinese race, when a strong hand and a cool head are needed to pilot the nation through many difficulties that are bound to beset the way as evolution marches onward on its slow, but mighty course.

THE ARRIVAL OF SIR ERNEST SATOW, K.C.M.G.

GUEST OF H.E. THE GOVERNOR.

At seven o'clock this morning, the P. & O. liner, *Parramatta*, arrived in Hongkong harbour having on board the British Minister to China, Sir Ernest Satow, K.C.M.G. Shortly after nine o'clock, the Government tender *Victoria* conveyed Sir Ernest ashore and landed him at Murray Pier. He was accompanied by his private secretary, Mr. Russell, of the British Legation, Peking. Inspector-Gourlay and Sergeant Brazil conducted the distinguished guest to Government House, where he was received by H.E. the Governor. At about 10 a.m., Sir Ernest Satow strolled through the city. He will remain at Government House as the guest of Sir Henry till to-morrow noon, when the mail proceeds, which is to take him home on six months well-earned leave.

KANG YU WEI
AT DARJEELING.
A Christina Albers writes to the *Indian Mirror*: There is at present staying in Darjeeling one of the best known personages of the day, living a retired life at his quiet villa, the *Yewu*. This is none other than Kang Yu Wei, the great Chinese reformer. Since the re-establishment of the power of the Dowager-Empress and the downfall of the Emperor, Kang Yu Wei has been in exile, being driven from his country by the reigning power. During this time, however, he has been ever active. Travelling about from land to land, he has studied the economic conditions of other countries, spending much of his time in America, in which latter country he is well-known, and of which he has a very high opinion. It is, indeed, a sad fact to see a man, in whom all the qualities of a reformer are inherent, a man who thoroughly understands

Shipping—Steamers.

OCEAN STEAM SHIP CO., LIMITED.
OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	TY JESS	15th December, 1902.
"	TELEMACHUS	15th "
"	PRINCE OF WALES	8th January, 1903.

HOMEWARDS.

FOR LONDON.	STEAMERS.	DUE.
"PELLEU"	"	6th Jan., 1903.
"A. TENOR"	"	20th "
FOR AMSTERDAM and LONDON.	STEAMERS.	DUE.
"TANT" US	"	9th Dec., 1902.
"ULYSSES"	"	23rd "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	STEAMERS.	DUE.
"ALCIBIOUS"	"	13th Dec., 1902.
"TYDEUS"	"	20th Jan., 1903.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th December, 1902.

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"OOPACK"	10th December.
"	"NINGGOW"	25th December.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
MARSEILLES, HAVRE, LONDON and ANTWERP	"TEENKAI"	20th December.
NAPLES, LEGHORN and LONDON	"HYSON"	22nd December.

TRANS-PACIFIC SERVICE.

POINTS	STEAMERS.	DUE.
VANCOUVER, and all PACIFIC COAST POINTS via NAGASAKI, KOBE and YOKOHAMA	"NINGGOW"	27th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th December, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"WHAMPOA"	8th December.
NINGPO and SHANGHAI	"PAKHOI"	8th "
AMOI, SAMARANG and SOERABAYA	"KWEIYANG"	15th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTO"	29th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Vaptsze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th December, 1902.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	10th Dec., at Noon.
RUBI	2540	R. W. Almond	Do.	17th Dec., at Noon.
DIAMANTE	1980	H. H. Nolley	"	"
PERLA	1980	J. McGinty	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd December, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE AND YOKOHAMA.

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	Dec. 14, 1902.
"INDRAVELLI"	4,899	W. E. Craven	Jan. 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 7th December.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 14th December.
FOR FOCHOOW	"ANPING MARU"	J. Goto	WEDNESDAY, 17th December.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co's Local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 3rd December, 1902.

Shipping.

STEAMERS.

TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)REGULAR SERVICE BETWEEN
HONGKONG AND MANILA,
IN 48 HOURS.

THE Company's well-known Steamship

"ROHILLA MARU,"
3,850 Tons,
Captain Bishop, will be despatched hence for
MANILA, on MONDAY, the 8th instant,
at 3 P.M.

To be followed by
"ROSETTA MARU,"
on or about 13th instant.

Magnificent accommodation. Comfortable
cabins. Excellent table. Unrivalled speed.
Electric light. Doctor and Stewardess carried.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Prince's Buildings,
Ice House Street,
Hongkong, 2nd December, 1902. [1189d]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG,"
Captain P. H. Rolfe, will be despatched as above
on MONDAY, the 8th instant, at 4 P.M.

This Steamer has Superior Accommodation
for First class Passengers, is fitted throughout
with Electric Light, and carries a Doctor.

For Freight, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd December, 1902. [1310d]

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

THE Steamship

"BENMOHR,"
Captain Wallace, will be despatched as above
on WEDNESDAY, the 10th December.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 25th November, 1902. [1187d]

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND YORK CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"ORONO" About 10th Dec.
"CROYDON" 20th Dec.
"MOGUL" 3rd Jan.
"HINDUSTAN" 15th Jan.
"MACDUFF" To follow
"SHIMOSA" To follow

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 22nd November, 1902. [1310d]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at MANILA, PORT DARWIN, and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain McArthur, will be despatched for
the above Ports, on THURSDAY, the 11th
December, at Noon.

This New Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric-light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st December, 1902. [1127d]

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT),

Calling at SINGAPORE, PENANG, COLOM-
BO, BOMBAY, KARACHI, ADEN,
SUZ and PORT SAID.

(Taking Cargo at through rates to the
BRAZILS, SOUTH AFRICA, PERSIAN
GULF, RED SEA, BLACK SEA, LEVANT,
VENICE and ADRIATIC PORTS).

THE Company's Steamship

"VINDORONA,"
Captain Cuhel, will be despatched as above
on THURSDAY, the 18th December, P.M.

This steamer has capital accommodation for
passengers. Electric light and carries a doctor.

For information as to Passage and Freight
apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 28th November, 1902. [1197d]

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY
AND MELBOURNE,
VIA

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE
TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY
REDUCED RATES, particulars of which can
be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHINGTO" leaves on 29th Dec.
"TAIYUAN" 20th Jan.
"SHAN" 20th Jan.
"CHANGSHA" 20th Jan.

Superior accommodation amidships. Electric
Light throughout. Fitted with Refrigerators,
which ensure a fresh supply of Ice and
provisions during the entire voyage. Duly
qualified European Surgeons carried.

BUTTERFIELD & SWIRE,
Agents, C.N. Co., Ltd.

785d]

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.
With a.s. "HINDUSTAN'S" Cargo from New
York transhipped at Singapore.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves,
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before NOON,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 5th December, will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 8th
December, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 4th December, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 29th November, 1902. [1303d]

STEAMSHIP "TONKIN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. *Memphis*, and from Bordeaux
ex s.s. *Cambrai*, in connection with above
Steamers, are hereby informed that their
Goods, with the exception of Opium, Treasure
and Valuable, are being landed and stored
at their risks into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, at Kowloon, whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 5 P.M. on the 30th November, requesting
it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after SATURDAY, the 6th instant, at NOON,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 6th instant, or they will not be recognized.

All damaged packages will be examined on
SATURDAY, the 6th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 1st December, 1902. [1304d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID,
SUZ and STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be landed here unless
intimation is given to the contrary before
2 P.M. TO-DAY.

Goods not cleared by the 8th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representatives at an ap-
pointed hour. All Claims must be presented
within ten days of the steamer's arrival here after
which date they cannot be recognized. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 2nd December, 1902. [1304d]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"KOREA,"
The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

E. W. THOMPSON,
Agent.

Hongkong, 4th December, 1902. [1304d]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"ARRATON APCAR,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside at consignees'
risk and expense.

Cargo impeding the discharge will be landed
at once.

Cargo remaining on board after the 8th
instant, at 4 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 4th December, 1902. [1330d]

NOW READY

THE PAMPHLET ENTITLED:

"THE HONGKONG DOCK CO. ITS
PRESENT AND FUTURE PROS-
PECTS. Discussed in connection with the
proposal for the construction of a New Dock."

PRICE: 50 cents, cash.

Apply to the

HONGKONG TELEGRAPH
OFFICE,
1, ICE HOUSE ROAD,
Hongkong, 1st October, 1902.

Intimations.

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
CRPTION IN STOCK,
INCLUDING—

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

LIGHTNING CONDUCTORS.

SWITCHES.

TELEPHONES.

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electric
work.

Trained Mechanicians sent to Out-Ports to
up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,
A.M. INST. C.E.,
Manager.

Hongkong, 14th October, 1902. [12d]

TAI LOONG.

1 and 3, Lyndhurst Terrace.

NEW Kid Gloves, Fancy Dress Goods,
Capes and Jackets, Flannels and Serges
Wool Shawls.

Hongkong, 14th October, 1902. [1304d]

TSU FAN,
DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 28th November, 1902. [1299d]

DENTISTRY.

DENTIST.

DENTIST.

DENTIST.

DENTIST.

DENTIST.

DENTIST.

DENTIST.

DENTIST.

DENTIST.

DENTIST.

DENTIST.

DENTIST.

DENTIST.

DENTIST.

THE SHARE MARKET

LATEST QUOTATIONS.

LATEST QUOTATIONS.		
(DECEMBER 31st.)		
STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$650 sales and buyers
National Bank of China, Limited	£ 8	\$27 sellers
Do. Founders	1	\$10
Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$160 sales and buyers
China Traders' Insurance Company, Limited	£ 25	\$68 sales
North China Insurance Company, Limited	£ 25	Tsels 177½ sales
Yangtze Insurance Association, Limited	\$ 60	\$133 buyers
Canton Insurance Office, Limited	\$ 50	\$167½ sales and sellers
Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$345 sellers
China Fire Insurance Company, Limited	\$ 20	\$86 sellers
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$37½ sales & sellers
Indo-China Steam Navigation Company, Limited	£ 10	\$21 buyers
China and Manila Steamship Company, Limited	\$ 50	\$26 sellers
.....	\$ 5	nominal
Douglas Steamship Company, Limited	\$ 50	\$24 sales and sellers
"Star" Ferry Company, Limited	£ 10	\$23 sellers
.....	\$ 5	\$13 sellers
"Shell" Transport and Trading Company, Limited	£ 1	£ 1.15.0 sales
Shanghai Tug Boat Company, Limited	Tsels 100	Tsels 300 sales
Taku Tug and Lighter Company, Limited	Tsels 50	Tsels 55 sales
Shanghai Cargo Boat Company, Limited	Tsels 100	Tsels 160 sellers
Co-operative Cargo Boat Company, Limited	Tsels 100	Tsels 160 sellers
Refineries.		
China Sugar Refining Company, Limited	\$ 100	\$85 sellers
Luzon Sugar Refining Company, Limited	\$ 100	\$15 sellers
Perak Sugar Cultivation Company, Limited	Tsels 50	Tsels 77½
Mining.		
Punjom Mining Company, Limited	\$ 10	\$2½ buyers
Punjom Mining Preference Shares	\$ 1	\$1 sellers
Société Française des Charbonnages du Tonkin	Francs 250	\$600 sellers
Jeblebu Mining and Trading Company, Limited	\$ 5	\$12 sellers
Raub A'lian Gold Mining Company, Limited	£ 188. 10d.	\$64 sales and buyers
Chinese Engineering & Mining Company, Ltd.	£ 1	Tsels 8 sellers
Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$15 buyers
S. C. Farnham, Boyd & Co., Ltd.	Tsels 100	Tsels 195 sales
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$89 sellers
New Amoy Dock Company, Limited	\$ 6½	\$40
Shanghai and Hongkew Wharf & Godown Company, Limited	Tsels 100	Tsels 307½ sales
Lands, Hotels and Buildings.		

imited	\$	10	\$94 Sales
y Land Investment and Agency Com-		\$		

Kowloon Land and Building Company, Ltd.....	\$	30	\$31 buyers
West Point Building Company, Limited.....	\$	30	\$52 buyers
Hongkong Hotel Company, Limited.....	\$	50	\$141
Oriente Hotel Company, Limited (Manila).....	\$	50	\$40
Astor House Hotel Co., Limited (Shanghai)....	\$	25	\$23 buyers
Hotel des Colonies Co. Ld., (Shanghai).....	Taels	25	Taels 16 buyers
Queen's Hotel (Wei-hai-wei).....	Taels	25	Taels 25.
Humphrey's Estate and Finance Company, Limited.....	\$	10	\$123 sellers
Shanghai Land Investment Company, Limited....	Taels	50	Taels 125 sales
Cotton Mills.			
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	\$	10	\$173 sales
Ewo Cotton Spinning and Weaving Company, Limited.....	Taels	100	Taels 40 sales
International Cotton Manufacturing Company, Limited.....	Taels	100	Taels 40 sales
Laou-kung-mow Cotton Spinning and Weaving Company, Limited.....	Taels	100	Taels 40 buyers
Soy Chee Cotton Spinning Company, Limited	Taels	500	Taels 150
Tobacco, Cigar and Cigarette Company.			
Alhambra, Limited.....	\$	500	\$500 sellers
Philippine Tobacco Trust Co., Limited.....	\$	50	\$40 sellers
Shanghai-Sumatra Tobacco Company.....	\$	20	Taels 46 sellers

Miscellaneous.			
and Cement Company, Limited	\$	10	\$20 buyers
Company, Limited	\$	15	\$25 sellers

Watkins, Limited.....	\$	10	\$74 buyers
Hongkong Electric Company, Limited.....	\$	10	\$13.10 sales
Hongkong Electric Company, Limited.....	\$	5	\$6.65 sales

g Rope Manufacturing Compan	50	\$120 sales
-----------------------------	----	-------------

Geo. Fenwick & Co., Limited	\$5	\$50 sales
Hongkong Ice Company, Limited	25	\$240
Hongkong High-Level Tramways Co., Ltd.	100	\$345
Dairy Farm Company, Limited	6	\$12 sellers
Hongkong and China Bakery Company, Limited ..	50	\$40 sellers
Campbell, Moore & Co., Limited	10	\$35
Bell's Asbestos Eastern Agency, Limited	125. 6d.	\$1 buyers
United Asbestos Oriental Ag'cy, Limited	4	\$81 buyers
Do. Founders	10	\$155
Tebrau Planting Company, Limited	5	nominal
Universal Trading Co., Limited	20	\$10
Hongkong Steam Water-bus Co., Limited	7	\$81
China Light and Power Co., Limited	20	\$11 sellers
Robinson Piano Co., Limited	50	\$50
Manila Investment Co., Limited	50	\$124
William Powell, Limited	10	104 sales and buyers
Shanghai-Langkai Tobacco Company, Limited ..	Tael 100'	Tael 330 sales

Telegraphic Address—"Rialto."
 Telephone No. 148.
 P. O. Box No. 117.

BENJAMIN, KELLY & POTTS,
Share Brokers.

STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS	DUE
Capri	Singapore	Carlowitz & Co.	To-morrow
Kinshu Maru	Shanghai	Nippon Yusen Kaisha ..	To-morrow
Nun berg	Singapore	Stemssen & Co.	December 8th
Oopeck	Singapore	Hutterfield & Swire ..	December 10th
Lightning	Singapore	D. Saxson & Co., Ltd. .	December 10th
König Albert	Singapore	Welchers & Co.	December 10th
Abesennu	Japan	C. T. R. Co.	December 11th
Indrasamha	Japan	" & A. S. S. Co.	December 11th
Gaelic	Japan	Pacific Mail S. S. Co. .	December 12th
Emprés of China	Vancouver	C. T. R. Co.	December 22nd
Hongkong Maru	San Francisco	Pacific Mail S. S. Co. .	December 23rd

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on forms already supplied gratis, with the latest available information every day.

Gentlemen's
Outfitting
Department
Now Open.
—
28, Queen's Road
Opposite
Hongkong Hotel.

WILLIAM POWELL, LTD.,



**28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,**

**General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters:**

Gentlemen's
Outfitting
Department
Now Open.
—
28, Queen's Road
Opposite
Hongkong Hotel.

POWELL'S GRAND XMAS SHOW

OF UP TO DATE NOVELTIES. WONDERFUL STOCK OF NEW TOYS AND GIFTS.
HUNDREDS UPON HUNDREDS OF MARVELLOUS MECHANICAL TOYS.—
SPLENDID SELECTION OF USEFUL AND PRETTY PRESENTS.

NOW ON SHOW

at 34, Queen's Road Central, Hongkong. Opposite Post Office, 1st Floor.

DOLLS! DOLLS!! DOLLS!!!

RAG DOLLS, STONE DOLLS, WAX DOLLS, KID DOLLS, DRESSED DOLLS, DOLLS THAT WALK, DOLLS THAT SLEEP, DOLLS THAT TALK, AND DOLLS THAT SQUEAK. DOLLS-HOUSES, FURNITURE, TEA SETS, DINNER SETS, WASHING SETS, TOILET SETS, AND BEDS, PRAMS, CRADLES, AND MAIL CARTS, BARROWS, AURIEL CARS, BICYCLE HORSES, TRICYCLES, ROCKING HORSES, WOOD TRAINS, TIN TRAINS, STEAM ENGINES, AIR GUNS, TRUMPETS. BRICKS, GAMES, HORSES AND CARRIAGES, MAIL COACHES, SCALES. ALL KINDS OF WOOL, SKIN, AND WOOD ANIMALS. TENNIS BATS, CORNETS, HARMONICS, PIANOS SOLDIERS INFANTRY, CAVALRY, ARTILLERY, CORONATION PROCESSIONS. DRUMS, SWINGS, CLOWNS, ORGAN BARROWS, RACE GAMES, CLOTH TOYS, TOOLS, PLUSH TOYS, NOAH'S ARKS, CROCODILES, STABLES, CLOCK WORK TRAINS ON LINES, AIR TOYS. GOATS, CAMELS, DOGS, MONKEYS, RABBITS. NAVAL REVIEWS, STELLA GAMES, FORTS, BALANCE TOYS, SHOOTING GAMES, FROG GAMES, CANNONS, TUMBLE TOYS, CHINESE DOLLS, METAL FURNITURE, SHOES AND SANDLES, DOLLS' TRUNKS, AND TROUSSEAUX, HOPLA GAME, DRAUGHTS-MEN, CHESS, DOMINOES, FOOTBALLS, TABLE GOLF, ALL KINDS OF GAMES. NIGGERS, TIGERS, SPRING-TOPS, PAINT BOXES, WHIPS, DRAWING SLATES, SWING COTS.

LARGE DOLLS, AND ROCKING HORSES, BICYCLE HORSES, MAIL CARTS AND PRAMS.

USEFUL PRESENTS.

WRITING CASES, FANS, GLOVE AND HANDKERCHIEF CASES, ELECTRO-PLATE WARE, GLOVES, LACE COLLARS, RICH FURS, DRESSING CASES, BRUSHES, CIGAR AND CIGARETTE CASES, LADIES' COMPANIONS, PHOTOGRAPH ALBUMS, FANCY PIN CUSHIONS, NIGHT DRESS CASES, HEAD RESTS, SILK LOUNGE CUSHIONS, INK STANDS, CHATELAINE BAGS, LACE TIES, PURSES, CARD CASES, UMBRELLAS, JEWEL CASES, TRINKET BOXES, WAIST BELTS, HAND MIRRORS, AND HUNDREDS OF OTHERS.

TIES, HANDKERCHIEFS, SETS OF STUDS, LINKS, TRAVELLING RUGS, UMBRELLAS, WALKING STICKS
AND GLOVES FOR GENTLEMEN

at 28, Queen's Road Central.